



## New cabriolets tested





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**DRIVEN** New Mazda CX-3 

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Fuel consumption figures in mpg (I/100km) for the New Kia Picanto 'SR7' special edition are: Urban 52.3 (5.4), Extra Urban 78.5 (3.6), Combined 67.3 (4.2). CO2 emissions are 99g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Model shown:

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8 Jaguar's plans for SUV family revealed



Tech secrets of BMW's all-new 7 Series



An First UK drive of Mazda's stylish new CX-3 crossover



54 New BMW 2 Series Convertible vs Audi A3 Cabriolet



Renault reveals its stunning new Alpine sports car



26 Who tops our Brit List?

# Online



#### First drive verdict on plug-in hybrid X5

THIS week we get our hands on BMW's eagerly anticipated new X5 plug-in hybrid.

Badged the X5 xDrive40e, the large SUV features a fourcylinder 242bhp turbocharged 2.0-litre petrol engine paired with an 111bhp electric motor, giving a combined output of 309bhp and 350Nm of torque.

It can run for up to 19 miles on electric power alone and emits 78g/km of CO<sub>2</sub>, but is it as good to drive as you'd expect a BMW to be? Log on as we deliver our verdict.

or more visit autoexpress.co.uk

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#### AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic VBx computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.







The paper used within this magazine is produced from sustainable fibre, manufactured by mills with a valid chain of custody.

# Our 2015 Brit List highlights the incredible talent from the UK



SINCE its inception in 2012, the Auto Express
Brit List has created a massive amount of interest in the car business around the world, and a fair bit of arguing among the judges! Cutting the many dozens of top British execs down to just 50 is difficult enough, but putting them in order is even tougher.

We're seeing a new breed of super-execs who are marked out not only by their creativity in their field, but also their passion for the industry. Most of all, this is a results business and the Brits on our list have all contributed to strong sales.

None more so than our top three. You can see the full countdown from Page 26, but I'll reveal the podium positions here...

In third place is Duncan Aldred, boss of Vauxhall until last year and now responsible for two of GM's biggest brands in the US: GMC and Buick - in fact Duncan has global responsibility for the latter. Duncan's taking many lessons learnt in the UK market and applying them to great effect in the US.

Our top two haven't worked in the UK for quite some time, with Jeep's Mike Manley in second place. Jeep has always been a great brand and hugely strong in its home market in the US, but Mike has overseen massive growth across the globe, with an exciting new product line-up.

But this year's number one Brit is another GM employee who cut his teeth with Vauxhall. Alan Batey is responsible for all GM operations in the US plus Chevrolet globally. GM's been through some tough times of late, but Alan's played a big part in getting it back to its (profitable) best.

Alan will take his place in the Auto Express Hall

of Fame at our annual Awards in a few weeks, so the battle's now on to see who'll take top spot in the 2016 Brit List.

#### **STEVE FOWLER** Editor-in-chief Steve\_Fowler@dennis.co.uk a stevefowler

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# Jaguar planning new SUV family

#### And new 'baby F-Pace' could lead the way

**EXCLUSIVE IMAGES** 



Steve Fowler Steve\_Fowler@dennis.co.uk

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WITH 2015 set to be the busiest year for Jaguar in a generation, new product plans reveal that it's the start of an onslaught of new models that includes the possibility of a family of SUVs, starting with a sporty B-segment model.

Following the arrival of the XE this month and the XF later in the year, the production version of the mid-sized F-Pace SUV will debut at September's Frankfurt Motor Show before going on sale this time next year.

The F-Pace is pivotal to Jaguar's future, not only in inspiring a new generation of models, but providing the cash to develop them. An industry insider told Auto Express: "Jaguar needs to be self-sufficient, so the cash generated from sales of the XE, XF and F-Pace is needed to fund the development of new models."

Chief among the potential new cars is a baby brother for the F-Pace to capitalise on the massive growth in global demand for smaller SUVs. Our exclusive images show how it could look. With total SUV sales set to reach 20 million a year by 2020 and the small B-segment the biggest area of growth, Jaguar is investigating an SUV to sit below sister brand Range Rover's Evoque in size.

JLR's expertise in lightweight aluminium chassis tech has been demonstrated in the iQ [Al] platform used on the XE and new XF, and this could be adapted to fit a small SUV.

It's also possible that a new family of smaller-capacity engines could find its way into the baby SUV, with a three-cylinder turbocharged version of the Wolverhamptonbuilt Ingenium engine family a possibility.

Jaguar isn't ruling out other SUVs, with larger and coupé versions all under consideration, but don't expect anything to directly rival the Range

Sport. Nor should you expect a seven-seat Jaguar - that's already been ruled out by Jaguar's design chief Ian Callum.

A new Sportbrake version of the XF has yet to be confirmed, but is expected, while coupé and estate versions of the XE are also under investigation.

But an insider told us that those new bodystyles fall into the category of cars that have to be paid for with cash from sales of the XE, XF and F-Pace. Whatever Jaguar does, expect JLR's Special Vehicle Operations division to be involved at the very start to produce high-performance versions.

innovative design and technology.'

engineering base in Whitley, near Coventry. As the insider hinted: "There's further white space that Jaguar could really exploit with Jaguar has plenty of room for growth: it accounted for 81,570 global sales in 2014,

'blue sky thinking' going on at its design and

while Land Rover's SUV portfolio totalled 381,108 sales. With the XE, XF and the F-Pace on stream, Jaguar sales are expected to exceed 200,000 by the end of the decade.

PAGE 11: New XJ revealed





Rover or Range Rover







with the Mercedes S-Class shifting over 100,000 units last year, and an all-new BMW 7 Series ready to roll (Page 12), Jaguar needed to respond to keep its XJ flagship relevant. And respond it has, with a comprehensive round of updates for its luxury saloon, ranging from more powerful and efficient engines to the very latest infotainment and safety tech.

Leading the styling changes is a larger, more upright grille, while sculpted chrome blades in the air intake give it a touch more presence. Full LED lights, and twin 'J-Blade' daytime running lights are also new, echoing the new 'J-signature' in the tail-lights. A gloss black insert on the rear bumper with a thin chrome insert and oval exhaust finishers complete the gentle makeover.

Inside, the big story is a new InControl Touch Pro infotainment system with a customisable eight-inch touchscreen that's faster and better to look at, and allows pinch and zoom and swiping gestures. The 12.3-inch digital instrument cluster can now also be configured to show a full-width navigation display.

A new 26-speaker, 1,300W Meridian sound system is added to the options list, while a new rear seat entertainment package is available, adding two widescreen 10.2-inch screens that fold away when not in use.

Engine choices include a 335bhp 3.0-litre supercharged V6 petrol, a supercharged V8 with either 503bhp or 542bhp in the XJR, and a heavily upgraded 3.0-litre V6 diesel – now compliant with Euro 6 emissions regulations and producing 296bhp and





Long-wheelbase Autobiography (main image) is added to range alongside sporty XJR (below). New touchscreen is highlight inside

700Nm of torque, 25bhp and 100Nm more than before. All versions are fitted with an eight-speed auto box as standard.

 $\mbox{CO}_2$  emissions in the diesel XJ have fallen from 159g/km to 149g/km, with fuel economy of 49.6mpg – a useful drop for company car buyers. Jaguar attributes a three per cent fuel saving to a new electric power-assisted steering system.

All JLR's latest safety and convenience systems have been thrown in, too, including traffic sign recognition, adaptive cruise control with a semi-autonomous queue assist function, reverse sensors to alert you



"Range of updates includes more powerful and efficient engines, and additional tech" of hazards when reversing out of a parking space, and a 360-degree camera system.

As before, the range consists of XJ Luxury (from £58,590), XJ Premium Luxury (from £62,690), XJ Portfolio (from £69,725) and XJR models (£92,405) — with more kit and better-quality materials at each level. Two new trims have been introduced, including a top-spec, long-wheelbase only Autobiography model available with the diesel or 503bhp V8, costing £80,250 and £100,000. Finally, a new R-Sport model offers the XJR's pumped-up looks without the fuel bills, and costs from £71,625.

www.autoexpress.co.uk 17 June 2015 11



# Hi-tech new 7 Series is ready for action





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GROUNDBREAKING technology, classleading fuel efficiency and the height of luxury – the new 7 Series, revealed here, is BMW flexing its technical muscle.

Highlights include a diesel model which emits less than 119g/km of CO<sub>2</sub>, a plugin hybrid capable of 134mpg and a 130kg weight reduction, despite the car being longer and wider than its predecessor.

It also has more kit, including Nintendo Wii-style gesture controls and autonomous remote control parking that can function without anyone behind the wheel.

Even the design is hi-tech, with laser headlights from the i8 hybrid supercar and slats in the larger kidney grille that automatically open and close depending on how much cooling the engine requires.

Inside, there is a noticeable step up in quality. Aluminium switches for the heater

#### 130kg lighter; new enginesOn sale in UK in late October

and stereo controls create a premium feel, as do a range of ambient light options. There are now digital instrument dials which change colour depending on driving mode, while options include heating for the armrests in addition to the seats and steering wheel. You can even get a glass roof which can be switched between three different colours.

The new Executive Lounge option, available on long-wheelbase versions, includes a removable seven-inch tablet in the rear to control the infotainment system. Also included is an aeroplane-style popout table, a deep reclining rear seat and a footrest which folds out electrically from the back of the passenger seat.

Like for like, the new 7 Series is up to 130kg lighter than the outgoing car thanks in part to its new carbon core. This uses technology from BMW's i cars to combine

#### OFFICIAL

#### CABIN

Improvement in quality is clear with aluminium switches and a host of ambient light options



12 17 June 2015 www.autoexpress.co.uk









#### **Revolution for iDrive**



carbon-reinforced plastic, steel and aluminium for a strong but light chassis.

A new engine line-up includes a 261bhp 3.0-litre diesel in the 730d which is capable of 0-62mph in 5.8 seconds, yet returns 63mpg and emits a class-leading 119g/km of CO<sub>2</sub>. Next year, a 740e plug-in hybrid will be offered which combines a four-cylinder engine with an electric motor to deliver 322bhp, 134mpg and just 49g/km of CO<sub>2</sub>. The flagship 750i features a 444bhp version of BMW's 4.4-litre V8 turbo, although there are already rumours of a 600bhp M7 version.

For the first time, it has all-round adaptive air-suspension which you can lower or raise at low speeds. There's also BMW's latest dynamic roll control and active steering, plus a system which learns your style and your route and optimises comfort and handling.

The new 7 Series will start at £64,530 for the 730d. Stepping up to M Sport trim will cost £3,650 and the long-wheelbase models will cost £3,950 more.

THE new 7 Series showcases BMW's latest iDrive system which lets you control the infotainment system in three different ways. You still use a dial, while the new larger high-definition screen now has touch technology, so you can skip through menus like on a tablet.

There's also gesture control. Sensors can recognise a range of hand movements, such as swiping to change radio station or rotating your finger to turn the volume down or up. BMW says this boosts safety by letting you control the stereo without taking your eyes off the road.

We tried the swiping gesture from left to right (shown above) to reject a phone call, and it worked brilliantly, as did volume control by twirling your finger in mid-air. Both movements quickly became second nature.

The system also allows you to set up a 'default' control, activated by pointing two fingers at the screen, for any function you like. It saves you clicking a button, but felt like a gimmick too far. The jury's still out on the real benefits of gesture control to drivers, but you have to admire BMW's bravado for being first with the tech.





#### BMW fuel cell car to go on sale by 2020

SOURCES at BMW have confirmed it's working on its first production hydrogen fuel cell-powered electric car for 2020. They won't say which model would gain the technology first, but the timing fits with the replacement for the i3 (above).

BMW and Toyota have an alliance to develop production fuel-cell tech. A senior source said: "We're betting on the second generation of the tech being right for production, so our target is 2020.'

#### Seven-seat electric **MPV** from Nissan

NISSAN launched its e-NV200 electric vanbased MPV last year, but is now aiming for a bigger market with a new sevenseater. It arrives next month at £19,895 under a battery-leasing deal, and is also available to buy outright from £23,400, with the £5,000 Government EV grant.

Boot space is 870 litres with the third row of seats in place, but they can be stowed to the side to free up 2,940 litres. Under the skin is a Leaf-based electric powertrain offering 108bhp. Top speed is 76mph, with a 106-mile range.

#### Wild 600bhp Juke-R Nismo set to debut

ALSO on its way from Nissan is this crazy Juke-R Nismo set for the Goodwood Festival of Speed next week.

While the old Juke-R made do with the standard Nissan GT-R's 545bhp 3.8-litre turbo V6, the new Nismo version is expected to up the ante by lifting the GT-R Nismo's more powerful 592bhp unit. That hints at a 0-62mph time of less than three seconds, and a top speed in excess of 200mph.









Award-winning, stylish and great fun to drive, the i10 Premium comes with lots of impressive features too. Such as alloy wheels, air conditioning and steering wheel controls for your phone and audio. Remarkably, all this and more is possible for just £69 per month. Find out more at hyundai.co.uk

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Fuel consumption in MPG (I/100km) for i10 range: Urban 35.3 (8.0) – 55.4 (5.1), Extra Urban 55.4 (5.1) – 76.3 (3.7), Combined 45.6 (6.2) – 65.7 (4.3), CO<sub>2</sub> Emissions 142 – 98 g/km. These official EU test figures are to be used as a guide for comparative purposes and may not reflect all driving results. You will not own the vehicle until all payments are made. 0% APR Representative Personal Contract Purchase available on Hyundai i10 between 1st April and 30th June 2015 inclusive over 25 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the

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# **Huge fine for Halfords Autocentre** after inadequate Astra service

🛘 11 of 20 defects left unrepaired in £235 service 📕 Autocentre faces massive £47,000 bill



Cat\_Dow@dennis.co.uk
@ @AE\_Consumer

HALFORDS has been forced to pay £47,000 after one of its Autocentres was exposed in a mystery shop. It inadequately serviced a Vauxhall Astra, deliberately sabotaged in a sting operation.

Trading Standards officers were looking into workmanship standards in the branch at Filton, Bristol, following a series of complaints. Mechanics failed to repair 11 of the 20 staged defects on the car, which was owned by South Gloucestershire Council.

An industry expert deliberately tampered with light bulbs, tyre pressures, brake fluid levels and windscreen wipers when the Vauxhall was brought in for a £235 premium service in March last year.

Lee Reynolds, prosecuting at North Avon Magistrates Court, said: "It became obvious that not all the checks were done. Things were ticked as having been done that had not been and the consumer was not made aware [of the defects]."

Halfords, pleading guilty to eight offences under the Consumer Protection from Unfair Trading Regulations, was ordered to pay just under £15,000 in costs and a £120 victim surcharge, plus a £32,000 fine.

Councillor Heather Goddard said: "Residents need to be able to put their trust in the garage they take their car to for a service so it is unacceptable that this particular branch of a well known chain has not met the required standard." A Halfords spokesperson said: "We are

"It became obvious that not all the checks were done. Things were ticked as having been done that had not been and the consumer was not made aware lof the defectsl"

**LEE REYNOLDS** Prosecuted the case at North Avon Magistrates Court

#### **CAUGHT OUT** Halfords said it had launched an investigation and it was confident

case was isolated

deeply disappointed that in this case we did not meet the very high recruitment and training standards we set ourselves. We immediately launched an internal investigation and are confident that this is an isolated case."

The council added that it hopes the case will provide a warning to other garages while providing some reassurance to members of the public that Trading Standards will investigate complaints. If any motorists believe they have been similarly affected, they should contact a consumer rights body.

## Vauxhall names its price for Astra



All-new Astra available to order now from £15,295

VAUXHALL has confirmed the all-new, seventhgeneration Astra will cost from £15.295. with prices rising to £23,520. The model is available to order now, with first deliveries due in October.

In comparison to the outgoing car, the new Astra offers savings of up to £2,000, with the number of trim levels cut from eight to five.

The new line-up comprises Design, Tech Line, Energy, SRi and Elite. All models come as standard with alloy wheels, LED daytime running lights, airconditioning, a seven-inch colour touchscreen, Bluetooth and cruise control. A winter pack (£495) and matrix LED headlamps (£995) are optional.

Vauxhall is also claiming class-leading efficiency, with a headline economy figure of 91.1mpg, plus 82g/km of CO2, from the 109bhp 1.6-litre Whisper diesel engine. The petrol line-up includes the new 1.0-litre three-cylinder turbo from the Corsa.

### 4x4 Insignia is axed



Country Tourer has been withdrawn from UK market

AS the Astra gears up for launch, Vauxhall has withdrawn its rugged Insignia Country Tourer from the UK market "with immediate effect".

The standard Insignia Sports Tourer is now offered with the new Whisper 2.0-litre CDTi diesel engine, to comply with Euro 6 emissions regulations.

But the "significant engineering investment" of converting this engine to run with the four-wheeldrive Country Tourer in right-hand-drive markets wouldn't be justified by the number of UK sales.



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The new MG6 really is an MG to shout about. It is our best MG6 yet, at just a fraction of the price. Starting from just £13,995, the all-new MG6 comes equipped with incredible value, LED daytime running lights, 16" Alloys, easy air conditioning and one of the largest interiors in its class as standard. There has never been a better time to go large, so why not test drive the new MG6 today?

Or from £8,399, the MG3 has lots of exciting extras including distinctive LED daytime running lights and USB/AUX input. With over one million personalised combinations to discover, you really will get more MG for your money.

#### **DRIVE THE MG6 NOW**

Model shown is MG6 at £17,995. OTR prices from £13,995. 0% APR representative not available on entry-level MG6 model.



on selected New MG6 models.

**GET MORE MG FOR YOUR MONEY.** 

Go to your local dealer for more details and a test drive at **mg.co.uk** 

NEW MG6 Fuel Consumption mpg (I/100km): Urban: 52.3 (5.4), Extra Urban: 68.8 (4.1), Combined: 61.4 (4.6) CO2 Emissions 119 g/km. MG3 Fuel consumption mpg (I/100km): Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined: 48.7 (5.8), CO2 Emissions 136 g/km.

Models shown NEW MG6 DTi-TECHTL in Passion Red at £17.995. MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG6 S. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty."From" prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption: values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. "Conditional Sale.0% APR representative available on selected New MG6 models until 1st July 2015. A minimum deposit of 50% of the cash OTR price applies. Financial Services, a trading style (DAKO LVK Jel, PO Dox 6666, Cardiff CF15 7YT, subject to status, availability and terms and conditions.

Applicants must be aged 18 or over at participating dealers. Please see your local dealer for details. Full details also available at www.mg.co.uk/offers

nod to Alpine's race and rally car roots

# New Alpine unveiled at Le Mans

Concept recalls classic A110 Points to 2017 production car



Richard Ingram Richard\_Ingram@dennis.co.uk @cutt\_ings

RENAULT'S resurrected sports car sub-Brand, Alpine, revealed a new concept car on track ahead of the Le Mans 24 Hours last weekend. The blue and orange Alpine Celebration show car completed a lap of the legendary circuit behind an old A110 racer.

Created to mark the brand's 60th anniversary, the two-seat coupé echoes the design of iconic Alpines from the sixties and seventies. It gets a low profile, creased bonnet and huge air intakes, plus a sleek, lengthened rear window - much like the classic A110. It uses a rear engine, rear-wheeldrive set-up, although details on capacity, power and torque have not been released.

The masked headlamps are a nod to its race and rally car roots, while the rear spoiler adds downforce at high speeds. Alpine says "the wheels recall a style popular on the A110 and A310", revealing big brakes and orange calipers.

Alpine design director, Antony Villain, added: "We envisaged the Alpine Celebration show car as the crowning glory of six decades of Alpine style and motor racing. It would be difficult to imagine a better showcase than Le Mans to give it its first public airing."

It's understood that this show car is a clear indication of how the alreadyconfirmed production model, likely to launch in 2016 and cost from around £50,000, will look, Originally conceived as a joint venture with Caterham, the project was thrown into jeopardy when Caterham pulled out, but this new concept proves Renault's commitment is



Next Mégane getting into shape

WHILE Renault is developing its new Alpine project, it hasn't forgotten its core models - including this, the all-new Mégane hatch.

Spied wearing camouflage over its production-ready body, this is our best look yet at how the Ford Focus and VW Golf rival will look when it's revealed later this year.

Based on a new platform co-developed with Nissan, the fourth-generation Mégane is believed to be following the Focus' lead and will be offered as a five-door model only.

For clues to the design, look to the soft curves and oversized headlights of the Kadjar (driven on Page 47), while a large central touchscreen will feature inside.

With the new Honda Civic Type R stealing the front-wheel-drive Nürburgring lap record recently, you can be sure that Renault is already working on a 300bhpplus RS model to try to reclaim that title.

ON THE WAY All-new Mégane is likely to be five-door only and will go on sale in 2016



the sixties and seventies"





is an appearance at the Goodwood

Festival of Speed next week, before

going on display at the Alpine Saga

reunion in Dieppe in September.

# Price is right for ultimate Clio RS

MEANWHILE, Renault has also slapped a £21,780 price tag on the new Renaultsport Clio 220 Trophy.

Powered by a retuned version of the 1.6-litre turbo from the standard Clio RS 200, it delivers 217bhp and 260Nm of torque. That's up from 197bhp and 240Nm. The six-speed dual-clutch gearbox is now claimed to deliver 50 per cent faster shifts, while the springs and dampers have also been stiffened.

# Councils shamed over £750-a-year residents' parking lottery

#### Birmingham, Manchester top table for cost of annual permit



PARKING permit prices are a postcode lottery. The cost of an annual resident permit could vary depending not only on where you live, but also on how 'green' your car is and what time you park it.

According to analysis by insurer Churchill, Birmingham and Manchester are the two most expensive cities in the UK for resident parking permits. They topped the table with prices of up to £750 per year, ahead of the London Borough of Islington, at £444.

When compared with property prices in the respective areas, the differences are unfathomable. A two-bedroom flat in the centre of Birmingham can cost from £160,000, with the most expensive at £550,000. Residents in this area pay £750 if parking is not a feature of their property. This figure drops to £215 in other areas of the city.

Yet two-bed apartments in Islington range from £200,000 to £2.8million for prestigious penthouses, and average around the £650,000 mark. Parking in this area is based on the level of CO<sub>2</sub> emissions for your car. Electric vehicles can be parked for free, although if your car emits over 256g/km of CO<sub>2</sub>, your permit will set you back £444 a year.

Figures from the Society of Motor Manufacturers and Traders show that CO<sub>2</sub> emissions for new cars fell by a whopping 24 per cent in 2014, with



#### **UK's priciest permits**

No.	Council	Cost
1=	Birmingham City Council	£750
1=	Manchester City Council	£750
3	London Borough of Islington	£444
4	Mole Valley Council, Surrey	£350
5	City of Edinburgh	£280
6	Solihull Metropolitan Borough Council, W Mids	£275
7	London Borough of Hackney	£265
8	London Borough of Lambeth	£260
9=	City of Glasgow	£250
9=	Sevenoaks Council, Kent	£250
9=	Forest Heath Council, Suffolk	£250

the average figure standing at a record low of 124.6g/km. Based on this, Islington residents would pay only £75.80 – that's 10 per cent of the charge in Manchester.

Perhaps surprisingly, only three London boroughs feature in the top 10 most expensive areas. The UK's cheapest parking permits are available in South Ayrshire, where the council charges residents only 50p a year to park their cars. The average cost of a permit is £59.17, making those in Manchester and Birmingham over 12 times more expensive. Only 15 per cent of councils offer free annual parking permits.

# New Roomster comes into view





Multi-purpose Skoda will be based on VW Caddy launched earlier this year

SKODA is preparing to take on the Citroen Berlingo Multispace and Peugeot Partner Tepee with its replacement for the Roomster, on sale later this year.

But, as our latest spy shots prove, it will be a rebadged version of the VW Caddy, rather than a standalone model, saving millions in design and development costs. A Skoda insider told us: "It's a new car that is not a direct replacement for the actual Roomster – it's a jump into another sector." We expect the Roomster to be unveiled in October.

# Frankfurt debut for all-new Prius

TOYOTA'S fourth-generation Prius will debut at September's Frankfurt Motor Show, before going on sale in early 2016.

The new model will retain the current car's CVT gearbox and petrol/electric setup, but will feature a new four-wheel-drive system called e-4WD. It'll be even more economical – with Toyota product manager Richard Lacey telling us "it'll be better than the current Yaris Hybrid", meaning sub-75g/km CO<sub>2</sub> emissions are likely.

Lacey also confirmed the Prius will be the first in a long line of Toyota and Lexus products to use the new global TNGA platform, spawning everything from the new Yaris, to crossovers and SUVs.

As our exclusive image shows, the Prius will be more stylish, too. We can expect the same slippery wedge shape as the current car, while inside it'll take a step upmarket.



"The Prius will be the first in a long line of Toyota and Lexus products to use the new global TNGA platform"

**18** 17 June 2015 www.autoexpress.co.uk





skoda.co.uk/offers

\*Available on Solutions Personal Contract Plan. At the end of the agreement there are three options: i) retain the vehicle: pay the optional final payment to own the vehicle; ii) return the vehicle: subject to fair wear and tear, charges may apply; or iii) replace: part exchange the vehicle, subject to status

Retail sales only. Offer available for vehicles ordered between 2nd June 2015 and 30th September 2015 from participating retailers. Any deposit you make may be at risk at the end of your PCP agreement. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Available to 18's and over. Subject to availability. Finance subject to status. Terms and conditions apply. Accurate at time of print 06/2015. Freepost SKODA Finance. Model shown is SKODA Fabla Hatch SE L 1.0 MPI 75PS at £13,610 OTR, with optional Race Blue metallic paint at £535, 17" Savio metallic black accessory alloy wheels at £800, Panoramic sunroof at £600. Total £15,545 OTR.

Official fuel consumption for the Fabia Hatch range in mpg (litres/100km): Urban 46.3 (6.1) – 72.4 (3.9); Extra Urban 67.3 (4.2) – 91.1 (3.1); Combined 58.9 (4.8) – 83.1 (3.4),  $CO_2$  emissions for the Fabia range are 110 – 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

# On track in McLaren's ne

#### First ride in 675LT – ultimate, track-bred version of 650S

Kyle Fortune
SILVERSTONE, 1997: McLaren raced its new F1 GTR evolution, dubbed 'longtail', and won. Silverstone, present day: Chris Goodwin, McLaren's chief test driver, is driving us in the F1 longtail's spiritual successor, the 675LT.

Based on the 650S, the 675LT is a response to the Ferrari 458 Speciale and customers wanting a more focused 650S for track use. Think of it as something akin to Porsche's RS models, a lighter and rawer proposition for the lucky 500 customers with the means to buy and experience it.

The 675 part of the name refers to the power, in PS - or a beastly 666 in good old bhp. Torque is up, too, with 50 per cent of the engine components revised, along with a titanium exhaust with 30cm longer pipes for aural and performance reasons.

Overall the 675LT weighs 100kg less than the 650S, at 1,230kg. All bodywork rear of the doors is unique to the car, and made from carbon fibre. A 1mm-thinner windscreen and other lighter glass parts contribute to a 4.5kg weight reduction alone. McLaren has borrowed seats from the P1, and if you're obsessed with saving weight then the airconditioning can be deleted - although it's unlikely any buyers will. In fact, most are likely to go for the Clubsport pack, which adds a fire extinguisher, harness seatbelts and a titanium cage behind the seats.

That all-new rear end features an air brake that's 50 per cent larger, although the 'longtail' name is a bit of a misnomer as the length has increased by a scant 34mm. Combine the new rear end and revised diffuser with an 80 per cent larger splitter



#### **Essentials**

#### McLaren 675LT

**ON SALE Now** 

Price:	£259,500
Engine:	3.8-litre twin-turbo V8
Power/torque:	666bhp/700Nm
Transmission:	Seven-speed auto, rear-wheel drive
0-62mph:	2.9 seconds
Top speed:	205mph
Economy:	N/A
CO <sub>2</sub> :	275g/km

"675LT is McLaren's response to customers wanting a more focused 650S for track use"

up front, and the result is downforce that's up by 40 per cent over the 650S.

Goodwin thumbs the start button and the 3.8-litre twin-turbo V8 catches and fires before settling into a louder idle. Moving off down the pitlane the suspension feels immediately firmer – the damper rate is up 27 per cent at the front and 67 per cent at the rear, while stability is boosted by



# Garage of Year shortlist revealed

THE shortlist for the Garage of the Year 2015 award has been published. The highly coveted gong, nominated by customers from a network of 8,000 outlets, honours the best-rated garages in regions across the country every year.

Mark Terry, managing director of Motor Codes, which organises the competition, said: "Motor Codes garages are providing first class service to motorists right across the UK, and we're delighted to have this opportunity to celebrate the best in the business. These 11 regional winners are great ambassadors for the industry and they should be proud of their achievement."

The Garage of the Year winner will be announced at the Auto Express New Car Awards on 30 June - and you can see the shortlist in full by logging on to the www.autoexpress.co.uk website.





ELECTRIC turbos could appear on Mercedes-AMG's smaller models, such as the A 45 (above), if it's to keep making high-performance cars with low running costs.

"The next generation have to be faster, and e-turbos are an option," head of compact car development Steffen Jastrow told us. E-turbos promise less lag, boosting pace and economy. Only the A-Class, CLA and GLA use the downsized 355bhp 2.0 four-cylinder. If an e-turbo is used, we're unlikely to see it before the arrival of a new A-Class, due in 2017.

# ew longtail thriller



#### **HARDCORE** New 675LT is lighter, rawer track-focused version of the 650S, and McLaren test driver Goodwin (right) took our man Fortune for a thrilling ride on track







lighter suspension arms and a 20mm increase in track both front and rear.

Goodwin says those changes, combined with the faster steering rack, give far keener turn-in, and certainly it feels flatter and more immediate than the 650S. It'll cover 0-62mph in 2.9 seconds and 124mph only five seconds later - those numbers making even the iconic McLaren F1 look tardy. The 675LT feels far "more alive" than even the hugely rapid 650S. It all makes £259.500 seem sensible, particularly considering the weight savings and limited build status. A very fitting tribute to its glorious ancestor.

#### W Verdict

THE 675LT is clearly a more visceral, hardcore car, more singular in focus, even from the passenger seat. We'll confirm just how much later this year, but as teasers go this ranks highly. The 500 675LT customers are likely to be pleased with what promises to be a very special edition indeed.



**ON TEST** Qashqai rival sits on MOB platform; under disguise is VW's latest family face, plus cabin vill be roomier



# Bigger, better new Tiguan spied

VW'S new Tiguan has been spied wearing its production body for the first time, ahead of its launch in early 2016. The secondgeneration SUV will sit on the VW Group's latest MQB platform, and go head-to-head with the Mazda CX-5 and Nissan Qashqai.

Although heavily camouflaged in these spy shots, the redesigned Tiguan has a

stretched wheelbase and shorter front overhang to help improve space, while other features will include LED lights front and rear, and the latest family face.

The back looks chunkier than before, in an effort to increase boot space. VW insiders claim a seven-seat version is also under development, as a cut-price

alternative to the Land Rover Discovery Sport. The cabin should move further upmarket, with improved materials and the latest VW connectivity features, while the usual TSI downsized petrol and diesel turbos from the Golf will be under the bonnet. A plug-in hybrid powertrain from the Golf GTE is a certainty, too.

# Video watch AT autoexpress.co.uk/videos

this week, we've got a Honda Civic Type R track battle and BMW's new 7 Series unveiling.

#### Honda Civic Type R vs hot hatch rivals



THERE are three models on sale which compete for the title of fastest front-wheel-drive car around the Nürburgring race track in Germany: the new Honda Civic Type R, the Renaultsport Mégane Trophy and the SEAT Leon Cupra 280. But which is quickest around a lap of a much shorter circuit in Wales? Watch our thrilling video to find out.

#### Hi-tech new BMW 7 Series revealed



THE all-new BMW 7 Series is a technological tour de force. It has a body built partly of carbon fibre, and there's a plug-in version capable of 134mpg. Plus, there are gesture controls for the stereo, while remote autonomous parking allows the car to park itself with nobody inside it. And this amazing video reveals all.

You can watch any of our videos on your phone Simply scan this QR code.







# £16k to replace engine on £17k Jeep Patriot.

CASE STUDY ...But Jeep comes to rescue of charity worker with the offer of an all-new Renegade

NEW technology makes car parts increasingly expensive to buy. But what happens if the cost to replace them is almost the same price as your car was new?

That was the ridiculous situation faced by medical herbalist Annette Montague-Thomas of Fraddon, Cornwall, when the engine of her Jeep Patriot failed after 53,000 miles. The three-year-old car had cost Annette £17,000 new. But as the warranty had just expired, she was told she would need to pay £16,274 for a replacement unit.

Annette, who is founder of The Global Natural Healthcare Trust and regularly travels to South Africa providing free medical care to HIV/AIDS patients, told us: "The price quoted is ridiculous. This car has a full service history and is very well maintained by a woman who flies aircraft. So I should certainly be able to rely on it for more than three years."

A complaint to Jeep resulted in the offer of a 25 per cent discount on the part price, reducing her repair bill to £14,000. But Auto Express argued that still left her very little incentive to stay with the brand, given that she would have effectively paid more than £30,000 in total for the off-roader.

So we called Jeep, too, and its spokesman explained that the cost of a replacement

CHARITY OUEEN Annette needs her car to help her efforts raising money for orphans in South Africa



"leep explained that the £17k cost was dictated by an arrangement by ex-owner Chrysler LLC"

was dictated by an old arrangement made by former Jeep owner Chrysler LLC. He said: "Whilst Chrysler LLC is now no longer, we [Fiat Chrysler] are having to work under this original supply agreement and are bound by the price set by the supplier in respect of this engine." It added that it did not

know why the engine had failed without dismantling it. However, it was now prepared to cover the full cost of a new engine, or replace the now obsolete Patriot with a spanking new Jeep Renegade.

Annette was delighted with the offer and has opted for the new Renegade, which she is in the process of ordering through her local dealer.

She said: "I can't thank Auto Express enough for its help. This new car will help me to continue my fundraising efforts in the UK, which is vital to keeping more than 20,000 HIV/AIDS patients and 13,648 orphaned children alive."



#### It's looking less and less likely the big switchover to DAB will ever take place

BELIEVE it or not, this year – 2015 – was the date first mooted for the big digital radio switchover.

We were told FM and AM frequencies would be gone and we'd all be using DAB radios just like analogue TV is now history. In reality, that hasn't even come close and we're left in a digital limbo.

Ed Vaizey, Minister for Culture, Communications and Creative Industries, deferred any decision last year and has hinted it'll be 2020 before the switchover happens – if at all.

Post-General Election would have been the ideal time to make a decision, one way or the other, but it's been all quiet from Vaizey's office.

The big question is this: Is the digital radio switchover good for the everyday motorist? The simple answer is probably not. Sure, most of us have a DAB radio in our homes, but the vast number of cars on our roads aren't able to pick up DAB.

Even all new cars don't have digital radio as standard. It's standard on little more than 60 per cent, and an option on a further 10 per cent. DAB adaptors are an emerging market, allowing older cars to pick up the signal, but the concern is that by the time all cars have DAB, it'll be too late.

That's because by 2020, we'll all be streaming music direct to our cars via Wi-Fi or 4G and DAB will be old news.

To avoid this, the Government needs to make a decision one way or the other. Take the plunge and force all manufacturers to invest fully in DAB and make drivers get an adaptor. Or, announce that there will be no digital radio switchover for the foreseeable future. At least we'll know where we stand.

Joe\_Finnerty@dennis.co.uk @ AE\_Consumer

"The vast number of cars on our roads still aren't able to pick up digital radio"

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# S60 glitch not caused by faulty black box

Following Auto Express investigation, box proven to be safe

Julie Sinclair
A BLACK box a reader claimed had played havoc with her car wasn't to blame, according to a manufacturer's review.

Churchill launched the investigation after we ran the case of Laura Simons, from Portsmouth, Hants, in Issue 1,365. Laura had argued the TrakM8 device, fitted to her Volvo S60 as part of Churchill's DrivePlus policy, had caused her car to repeatedly cut out.

And – after 13 failed attempts to retrieve the device from Laura – Churchill says it has finally been returned and extensively tested.

Its spokesman told us: "We are pleased to confirm from these tests we are able to prove conclusively that the issue with our customer's vehicle was not caused by our OBD telematics device."

The black box manufacturer TrakM8 explained it was in fact impossible for the read-only device to impact on the performance of Laura's 12-year-old S60.

"The OBD telematics device did not cause this vehicle to cut out as alleged. The device has no K-Line diagnostic connection, meaning it is unable to send any instructions to this vehicle," said Group Director of Engineering, Sean Morris.

"We have thousands of our devices on the roads throughout Europe and have never had a recorded incident of any causing mechanical failure in a vehicle."



THERE'S always a risk of buying a car with outstanding finance if you go down the used route. And two per cent of those quizzed by HPI who'd done this didn't know who legally owned the vehicle. Stats showed 23 per cent assumed it belonged to the person named on the V5C logbook, and seven per cent thought it was owned by the police. Three per cent expected the car to be theirs in the eyes of the law.

The truth is, a vehicle with a balance to pay probably belongs to the finance company, which may have legal rights of repossession without warning.

So what if a history check shows there's unpaid finance on a potential buy? Step one is to call the finance company to see if the loan's been repaid. If it hasn't, ask the seller for a settlement figure in writing; check this with the finance company.

There are three options. Firstly, raise two bank drafts: one to pay the finance company for the outstanding loan amount and one for the seller for the remainder of the agreed purchase price. Secondly, the seller can settle the finance in full, which you must check with the finance company before parting with any money. Or thirdly, walk away. But ultimately, always conduct a vehicle history check before you buy to ensure the finance agreement is concluded.



# Inbox What do you think?

Contact Lawrence Allan

mail@autoexpress.co.uk @@AutoExpress

Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

#### **HOT TOPIC Vauxhall Viva driven**

**FROM:** GamesDr VAUXHALL needs new designers. The Insignia was a big improvement, but everything else since has looked cheap. With this, it looks like they scanned a picture of the last Corsa mixed with the current boring Nissan Micra and pressed print. Too much caution.

FROM: erly5 | CAN'T think of a less interesting city car than the new Viva. Those chrome wings either side of the Vauxhall badge don't look good on any of the brand's cars, and certainly don't look good on this. Straighten them out please, Vauxhall!



# DESIGN Readers tell us they are a bit underwhelmed by the looks of Vauxhall's new Viva city car

#### Join the debate at www.autoexpress.co.uk

■ "These little city cars should be doing 100mpg and not just 60mpg when you consider their size."

Michael Simpkins

■ "Surely there could have been a better design than this? It looks like something from over 10 years ago." antonyr "I heard it's based on the Chevrolet Spark. No bad thing, I bought the last one five years ago and it's been superb." Tony H

#### Vignale only makes sense second-hand

FROM: David Walter-Davies NOBODY in their right mind would choose the new Mondeo Vignale at £31,000 as their private, let alone company, choice. It'll be a fine second-hand car as its value will drop like a stone. That's the lasting legacy of having Ford on the back.

# My superb Rover 800 is still going strong

**FROM:** Peter Fielder RE your piece on 'Extinct cars' (Issue 1,372) – perhaps you could add one more to your list: the Rover 800 Series. I'm the proud owner of one which seems to be the only one left on the road. They had a bad reputation for blown head gaskets – as indeed mine had – but they're beautiful to drive.

# Premium dealers for premium models

**FROM:** Douglas Schawb YOU'RE right to wonder about brands introducing subbrands in the same dealer (Issue 1,371). Customers want a different premium experience, and Tesla has done well to pick shopping centres. Ford, Citroen and Renault could learn a lesson.

## Why is changing a bulb so awkward?

FROM: David Owen I DRIVE an Audi A6 saloon and needed to replace a rear bulb (Issue 1,369). It looked easy, and I got a bulb from Halfords. It offered to do it, but failed. I had to visit a main dealership instead. It was fantastic and didn't charge me, but why do car makers make it so difficult?



THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

#### Legal

AA: 0906 010 1300 (p) RAC: 0870 5533 533 (m) Which?: 01992 822 800 Consumer Direct: 0845 404 0506 Local Trading Standards Local Citizens Advice Bureau

#### Used car inspections AA: 0800 085 3007

RAC: 0800 085 2529

Technical advice

AA: 0870 606 1619 (m)

Driving licences

DVLA: 0300 790 6801

#### Car registration/history

HPI: 01722 422422 AA: 0800 316 3564 DVLA: 0300 790 6802 RAC: 0800 975 5867

**Traffic information AA**: 09003 401100 (p) **RAC**: 09003 444999 (p)

#### Problems with dealers

Problems with dealers
Motor Codes:
0800 692 0825
RMIF: 0845 839 9205 (m)
Scottish Motor Trade
Association: 0131 331 5510
Problems with makers

Motor Codes: 0800 692 0825

#### Financial problems

Financial Ombudsman: 0800 023 4567

#### Safety concerns/recalls Vehicle and Operator Services Agency (VOSA): 0117 954 3300



Official fuel consumption figures for the all-new Audi RS 3 Sportback in mpg (l/100km) from: Urban 24.8 (11.4) – 25.2 (11.2), for comparative purposes and may not reflect real driving results. Optional wheels may affect emissions and fuel consumption



Extra Urban 43.5 (6.5) – 44.8 (6.3), Combined 34.0 (8.3) – 34.9 (8.1), CO<sub>2</sub> emissions 194 – 189g/km. Standard EU test figures figures. Image for illustrative purposes only, includes optional extras.



# The Brit List 2015 The most influential Brits in the motor industry



Adam Parsons
WELCOME to the Auto Express Brit List 2015, our fourth annual rundown of the most influential British executives working in the global car industry today.

While the UK car business has rarely been in ruder health with sales and output continuing to rise, there are also more Brits in top jobs in the car industry than ever before. As well as those running the companies, there are designers, engineers, marketeers, financial experts and manufacturing bosses on our list, plus top names from motorsport, where the UK still excels.

As in previous years, our team of judges has assessed each individual's

current position and company performance over the past 12 months to come up with our Top 50. And as usual, previous winners Andy Palmer, now at Aston Martin, BMW's Ian Robertson and Ford's Steve Odell are all ineligible.

This year the 11 new entries, plus the number of talented people who didn't make the top 50, show there's plenty of depth of talent among the Brits. And as our feature in Issue 1,374 revealed, the car industry is working hard to show young people what a great place it can be to build a career – as all those in this year's Top 50 would no doubt agree.



#### THE AUTO EXPRESS HALL OF FAME

#### **2012 ANDY PALMER**

OUR first Brit List winner stunned the car world last year when he left Nissan to become CEO at Aston Martin. He hasn't wasted time making his mark, giving the British sports car maker a new sense of direction and excitement that it had been missing. There are great times ahead for Aston with Palmer at the helm.



#### **2013 IAN ROBERTSON**

BMW'S sales jumped 7.9 per cent in 2014 to more than two million vehicles, thanks in no small part to our 2013 Brit List winner Ian Robertson. He's the only Brit on the board of BMW with responsibility for sales and marketing, but his influence stretches much further – he's been the driving force behind BMW's successful i programme.



#### **2014 STEVE ODELL**

THIS time last year Odell was running Ford of Europe, but he's now in Detroit heading up Ford's global sales, marketing and service team. After transforming the European business, he's now charged with revitalising the Ford and Lincoln brands across the world - some way from his first role at Ford as a graduate trainee.



www.autoexpress.co.uk **26** 17 June 2015

**STEVE FOWLER** 



Vastly experienced editor-in-chief of Auto Express and CarBuyer.

**ADAM PARSONS** 



Respected business presenter on KEN GIBSON



Former motoring editor of





Senior partner at headhuntei and auto consultancy Korn Ferry.

**GRAHAM HOPE** 



Our deputy editor also has years of experience in

**JACK RIX** 



Auto Express associate editor has interviewed many of those on our list.



editor has his ear to the ground in the car industry.

# **BRITAIN'S** GOT TALENT

We count down the 50 top British executives in the global car industry



#### THIS YEAR'S TOP 50 WHO THEY ARE AND WHAT THEY DO...

#### **DARREN** COX

NISSAN/NISMO, **GLOBAL** MOTORSPORT DIRECTOR

COX is a man of ideas, and that's how Nissan likes it. Whether it's spearheading the GT Academy programme, or the company's electric racing involvement, his job is to ensure Nissan is associated with innovation on the road and track. He heads its sportscar and GT teams and is a big fan of entering Le Mans, reasoning that "if you're going to be a bear, then be a grizzly". His responsibility also includes spreading the Nismo name on to more road cars.





#### **CLAIRE** WILLIAMS

WILLIAMS F1 TEAM, **DEPUTY TEAM PRINCIPAL** 

WHEN we talk about people with a motorsport pedigree, not many can match Claire Williams. The daughter of Sir Frank, she started her professional career working for Silverstone circuit before joining the communications department of her father's team. She rose through the ranks and, when Sir Frank stepped down from the board in 2012, took his place. As deputy team principal, she has a big say in business development, where Williams has had lots of recent success.



#### IAN **HOWELLS**

HONDA MOTOR EUROPE, SENIOR **VICE PRESIDENT** 

HOWELLS is unlike most of the executives on our list. While the majority have spent all their careers in the automotive industry, often working for a host of different manufacturers, Howells started off in accountancy, venture capital and then moved into the world of air-conditioning. He joined Honda as a business manager seven years ago, when in his mid-40s, but showed an immediate synergy with the business. He now runs operations in Europe, the Middle East and Africa.





#### **PHILIP** ROSS

HONDA MOTOR EUROPE, SENIOR VICE **PRESIDENT SALES** 

ONCE again, we're putting a bracket between Ross and Jan Howells at the top of Honda in Europe. Ross came into the auto industry via a finance background, worked for Porsche and Toyota, then joined Honda 20 years ago, and came up with innovative funding packages to lure new customers. He still oversees the finance arm, but is also responsible for sales of cars, bikes and other Honda products, as the brand targets decent profits from its European business.





#### **MIKE** HAWES

**SOCIETY OF MOTOR** MANUFACTURERS AND TRADERS, CHIEF EXECUTIVE

THE Society of Motor Manufacturers and Traders has a long name and a big job - promoting the UK car industry to consumers, politicians and everyone else. Hawes moved there a couple of years ago after many years working in public policy for the likes of Toyota, VW and Bentley. With a new Government in place, his main job is to present a united front for the UK motor industry and to promote the importance of car manufacturing to PM David Cameron.



# **STEPHEN**

PSA PEUGEOT CITROEN, VICE PRESIDENT GROUP MARKETING COORDINATION

LEYLAND, Fiat, Rover, VW, Peugeot, Renault, Peugeot, Citroen - Stephen Norman has covered plenty of miles in his career as one of the car industry's best known marketing men. Yet the one thing he's failed to pull off is retirement - he was due to stop working two years ago, but came back after a call from ex-Renault boss, Carlos Tavares, now running PSA. Norman's broad challenge is to imbue some personality into Peugeot, Citroen and DS. Then, one day, retire again...





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#### **MARK SUTCLIFFE**

RENAULT-NISSAN. VICE PRESIDENT SUPPLY CHAIN MANAGEMENT

RATHER like Tony Laydon. Sutcliffe pulls strings behind the scenes in order to make the whole machine run smoothly. He's come up through the Renault route, though, and focuses on further ways of bringing together the joint might of Nissan and Renault to share resources and manufacturing, and stop duplication. His aim to save billions of pounds for the firm is as big a job as it sounds. A former Rolls-Royce exec, he's considered an expert in forward planning.







#### **PAUL** WILLIS

**VOLKSWAGEN** GROUP UK. MANAGING DIRECTOR

FEW people know the VW Group better than Willis. He headed the VW brand here for the best part of a decade, but has also run Skoda in China and VW in Ireland. Before that, he was at Ford, Mazda, BMW and Toyota, so this is a man who knows how the car business really works. Willis, who's 56, took over in his latest job last year, with control of SEAT, Skoda and Audi, as well as VW. He has seen sales rise over the 18 months he's been in charge, with VW still leading the way.







#### **RICHARD PALMER**

FIAT CHRYSLER AUTOMOBILES, CHIEF FINANCIAL OFFICER

FIAT'S complex deal to take a controlling stake in Chrysler was an outstanding acquisition, and it established financial boss Palmer as a major player in his firm. He's been in the Fiat group since 2003, but is now one of Sergio Marchionne's most trusted lieutenants. He warned of supply chain 'bottlenecks' earlier this year, a problem his boss then demanded be sorted out. Palmer is trained as an accountant and also as a microbiologist - but he "didn't fancy a life wearing a white coat".





#### **PETER HORBURY**

**HEAD OF** DESIGN

AT 65, Horbury is in one of the most intriguing periods of his career. Geely's expecting him to come up with designs that'll attract buyers worldwide, but which also develop a distinctive look for the brand after years of scattergun models. Based in Gothenburg, but he's really made an impact on the Chinese marque. He cancelled some projects, changed others and put the emphasis on sleek beauty rather than pointless bits. Will it work? The early signs are promising.





#### **ANDREW REYNOLDS SMITH**

GKN. CHIEF EXECUTIVE **AUTOMOTIVE** 

GKN is a huge engineering company, which makes more automotive components than any other firm in the UK. Reynolds Smith joined GKN in 2002, working across the auto division, joining the exec committee in 2006 and steadily growing in influence. As boss of the driveline business, he employs 22,000 people across 22 countries. He's an astute politician as well, having been chairman of the CBI's Manufacturing Council.



#### TIM **ZIMMERMAN**

GENERAL MOTORS. PRESIDENT, SOUTH EAST ASIA REGION

AN expert on the Asian car market. Zimmerman was running Peugeot's operation in China before being brought home as the French brand's UK MD. But it wasn't long before he was back in Asia, this time recruited by GM to run its operation in every country across the continent except China. He's based in Singapore, but his patch is huge, and the scale of his challenge is just as big - not only selling cars but also ensuring standards don't slip across that growing market.





#### **CHRIS PORRITT**

TESLA. VICE PRESIDENT OF VEHICLE ENGINEERING

WHEN Elon Musk wants his man, he usually gets him. So it was with Chris Porritt, then Aston Martin's chief engineer and now doing a similar job at Tesla. Musk rated the One-77 as Aston's finest car ever. and so hired the man behind it. Porritt, in turn, got to work at one of the world's most innovative companies – lured, he said, by the chance to put supercar tech into the volume market. He may not have huge volumes yet, but the tech is there - and so is huge ambition.



#### MAREK REICHMAN

ASTON MARTIN LAGONDA, DESIGN DIRECTOR

BORN in Sheffield, trained in Newcastle, and designer of some of the world's most recognisable and stylish cars, Reichman is an impressive new entry. His creativity over the past few years has helped propel Aston Martin back to the forefront of performance design, with Reichman helping to create the Rapide S, Vanquish and Vulcan. Before joining, he spent time at Rover, BMW, Land Rover and Ford, where he was chief designer for Ford and Lincoln Mercury. His CV includes the Rolls-Royce Phantom, Lincoln MKX and Mk3 Range Rover, but it's at Aston that he seems to have found a spiritual home since joining a decade ago. This year will be busy – the new 007 film features a Reichman-designed DB10, and the Vantage GT12 will appear imminently. And how will he develop the DBX concept, which was so well received at March's Geneva Motor Show?

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#### **TONY LAYDON**

NISSAN, CORPORATE VICE PRESIDENT. SUPPLY CHAIN

THERE are plenty of 'glamour' jobs in the auto industry, but others are arguably more crucial yet don't have the profile. So while we've got designers and big bosses here, we also make space for supply chain managers. Without Laydon, Nissan logistics might just creak at the seams, but he ensures the right people talk to each other at the right time, and that everything works smoothly across a host of factories and countries. He's crucial to the Nissan-Renault alliance.





#### **PETER** THOM

**GENERAL MOTORS** EUROPE. VICE PRESIDENT MANUFACTURING

THOM'S been based at Luton and Ellesmere Port, but his horizons now stretch all across Europe. At 52, he monitors factories in Germany, Spain, Poland, Hungary, Austria, France and, of course, the UK. It's a significant professional challenge, but working abroad is second nature to Thom after spells with Opel in Germany and also overseeing GM's projects in Brazil and Shanghai, His decision-making will focus on where to invest, and also where to cut back.





HE'S still Formula One chief exec, but Ecclestone's position at the top of the sport looks under threat. For one thing, the world of F1 seems in a real state of flux, with regulations that've been criticised by teams, sponsors and engine suppliers alike. He's also seen his reputation hit by court battles and rumblings of a team takeover. Ecclestone remains hugely influential and shows little sign of slowing down at the age of 84, but he faces a turbulent year ahead.

**BERNIE** 

F1 GROUP.

**EXECUTIVE** 

CHIEF

**ECCLESTONE** 



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#### **JOHN EDWARDS**

JAGUAR LAND ROVER, MANAGING DIRECTOR SPECIAL OPERATIONS

EDWARDS wasn't on our list last year for a good reason – his job didn't exist. Only in mid-2014 did JLR end months of planning by launching its Special Operations Division. It focuses on building highspec vehicles, plus one-offs and other specials, to showcase the JLR brands worldwide. Edwards left his job as Land Rover's global brand director to take over the division, and plans are advanced to follow up the Range Rover Sport SVR with more Land Rover and Jaguar specials.



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INFINITI RED BULL RACING, TEAM **PRINCIPAL** 

IT was the year Red Bull met Ginger Spice, as Horner wed Geri Halliwell, but on-track his team struggled to match Mercedes' pace and had to come to terms with life after Sebastian Vettel, Horner's bond with Renault is turning fractious, with the engine outgunned by its German rival, and star designer Adrian Newey is pursuing other projects. Yet Horner's standing comes from his relationships with Renault and Infiniti, and rumours that he might replace Bernie Ecclestone.





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#### **MARK LLOYD**

CITROEN, DESIGN PROGRAMME **DIRECTOR** 

ONE car has caught the eye of plenty of people this past year - the one with Airbumps down the side. The Citroen C4 Cactus has won awards, acclaim and media attention, and it's now going to be the basis of future Citroen designs. For that, you can thank the designer Mark Lloyd, a 53-year-old who's clearly on the up. Having studied engineering at Cambridge University before going on to the Royal College of Art and Imperial College, Lloyd blends style and substance, giving Citroen the sort of personality new boss Linda Jackson is looking for. You can also see his philosophy in the high-end DS 3. If Jackson's tenure is going to go well, Lloyd could be a key component.



#### **JON GOODMAN**

**VOLVO. SENIOR VICE** PRESIDENT CORPORATE COMMUNICATIONS

AT 51. Goodman's been going through a serious change. Last year he was 43 in our list, seen as the voice of Peugeot following 28 years with the French maker. Since then he's switched to Volvo, heading up a broad range of communications and marketing projects. Chinese owner Geely is keen to see its multi-billionpound investment pay dividends, and it's Goodman's job to ensure the world knows all about Volvo and still links the name to its traditional strengths.





#### TIM **TOZER**

VAUXHALL. CHAIRMAN AND MANAGING DIRECTOR

IT'S a year since Vauxhall took the unusual step of appointing an outsider to run the company. The normal GM way is to promote from within but, while Tozer was a former Opel man, he'd really forged his reputation at Mazda and Mitsubishi. Since then he's overseen a succession of launches, including the vital Corsa. But he's also shown a pragmatic side by killing off the firm's pledge to overtake Ford in the sales charts – an ambition that Tozer said "was not necessary".



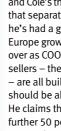


#### **FIONA PARGETER**

JAGUAR LAND ROVER, HEAD OF GLOBAL PR COMMUNICATIONS

JLR'S earned huge attention over the past few years with a run of almost unrelentingly positive stories, and Pargeter's been at the heart of that. Whether it's celebrity endorsements or well handled launches, she's helped to project the key brands as aspirational and cutting-edge, hence her 21-place move up our table. She spent three years heading up PR for Land Rover, with time at Ford, Nissan and Volvo, too. With more new cars on the way, she's facing another busy year.





#### **MICHAEL COLE**

KIA MOTOR EUROPE. CHIEF OPERATING **OFFICER** 

IT'S owned by Hyundai, but Kia is a fiercely independent brand and Cole's the man who ensures that separation remains intact. So far he's had a great run, with sales across Europe growing steadily since he took over as COO in 2012. Its three biggestsellers – the Sportage, Cee'd and Venga - are all built on the Continent, so it should be able to cope with demand. He claims that sales could expand a further 50 per cent in the next five years - a tough target that he says is possible.



#### **SIMON SPROULE**

**ASTON MARTIN** LAGONDA. CHIEF MARKETING OFFICER

ASTON chief exec Andy Palmer is already in our Hall of Fame, so Sproule is the firm's first entrant on our list, and also the first communications chief. He's got contacts across the industry, having worked for Tesla, Nissan, Renault, Jaguar Land Rover and Ford. He's earned awards from both the auto and PR industries, and has been at the helm as Aston has turned its global reputation from troubled maker to luxury trailblazer. With a new James Bond film coming up, he'll stay in the spotlight.





#### **ANDY** GOSS

JAGUAR LAND ROVER. GLOBAL OPERATIONS DIRECTOR

ANOTHER JLR exec with a high ranking and glittering CV. The former Toyota sales director went on to be Porsche UK chief exec, then ran Jaguar Land Rover in North America, before coming back to the UK to oversee JLR's global operations. His remit includes sales, production planning, customer service, training and business development - so he's right at the heart of the firm. His main focus will be on ensuring new models and designs equate to growing sales.





AMG'S profile has been on a steady rise, not least thanks to its superb work on the Mercedes F1 team. The engines are made by AMG High Performance Powertrains, headed by Cowell, 46. A veteran of Reynard. Cosworth and BMW, he joined Mercedes 10 years ago in ever-more senior roles as the company built up its sporting dominance. At the same time, the AMG badge has become a more potent road car selling point. AMG has now reached the pinnacle of sporting excellence.



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With age comes wisdom and one thing we've learnt in our 50 years is that perfection can only be achieved when you strive to be the best. Product innovation is at the heart of everything we do and Autoglym products are regarded by experts as being of the finest quality. They're also easy to use if you're new to car care and, for the more devoted, our expert advice can help transform you and your car into automotive heroes. We think that's something worth celebrating and hope you do too. That's the Autoglym way, always has been.

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#### **GRAHAM HOARE**

FORD. DIRECTOR OF GLOBAL VEHICLE **EVALUATION & VERIFICATION** 

CARS have never been as reliable as they are now, so guaranteed reliability out of the box is just what buyers expect especially from the industry's biggest names. Graham Hoare is responsible for ensuring Ford lives up to that daunting expectation; he oversees its testing and development work the world over, so that standards are maintained in every region. He's also the boss of the Dunton Technical Centre in Essex – the UK's biggest auto research and development facility.





#### **STEVEN ARMSTRONG**

FORD. VICE PRESIDENT FORD, PRESIDENT FORD SOUTH AMERICA

SOUTH America's already a huge market for all car makers, but the economies can be volatile

- with Brazil, for example, going through a rapid rise and fall recently. Armstrong has to predict these and manage all elements of Ford's business across the continent, a job eased by his background in the pivotal Brazilian market. He's also worked in the UK, Sweden and Germany, and was employed by Jaguar as well as being the Volvo executive who oversaw that brand's sale to Geely.





#### **JOE BAKAJ**

FORD OF EUROPE. VICE PRESIDENT PRODUCT DEVELOPMENT

AFTER three decades with Ford. Bakaj is enjoying the highest profile of his career. He oversees all product development in Europe, a fundamental aspect of the blue oval's business. He has a long history of development roles in Britain, Germany, the US and (during a spell with Mazda) Japan, and oversaw the launch of the S-MAX, as well as the latest Fiesta, Mondeo and Kuga. Bakaj also has the hugely successful EcoBoost engine on his CV, earning him plenty of kudos.





#### **JULIAN BLISSETT**

SHANGHAI GENERAL MOTORS, **EXECUTIVE** VICE PRESIDENT

A MAN with a clear but spectacular target - to make General Motors the biggest player in the world's biggest car market. Blissett has a good track record, having worked his way up the GM ladder through roles in Poland, the UK and on an international basis. But there's no doubt this is the toughest role so far, and one he's carried out for just over a year. He's worked in Shanghai before, overseeing the engineering side of the business and then taking on a business development role that saw him manage partnerships while also looking for new opportunities. He may have a wider remit now, but the core challenge will still be about ensuring GM manages its relationships better than its rivals. He needs to work well not only with joint-venture partners, yet also with a Chinese government that is keen to grow the economy but equally keen to see its homegrown businesses thrive. Blissett must be a smart politician as much as an automotive leader.



#### **MORAY** CALLUM

FORD. VICE PRESIDENT, DESIGN

RON

**DENNIS** 

McLAREN, CHAIRMAN

HE'S presently tearing out his

McLAREN GROUP

AND AUTOMOTIVE

THE second of the Callum brothers, Moray is the man in charge of styling all Ford and Lincoln cars worldwide, which makes him one of the most significant designers in global production. His mantra is to develop and evolve, rather than go for dramatic changes, but he's also keen to emphasise the differences between Ford and Lincoln cars, and to include the latest technology. The F-150 pick-up was signed off by Callum, while the 'global' Mustang is also one of his.





#### **MIKE** O'DRISCOLL

WILLIAMS F1 TEAM, **GROUP CHIEF EXECUTIVE OFFICER** 

IT was not so many years ago that Williams had the look of a Formula One team heading towards the buffers, struggling at the wrong end of the grid and lacking the money to challenge the big guns. Now the team is competitive again, properly funded and more than holding its own. O'Driscoll, a former Jaguar executive who spent most of his career in the US, has overseen that, but he's also been crucial to the development of Williams Advanced Engineering.



#### **MARK** OVENDEN

FORD SOLLERS, PRESIDENT AND CHIEF **EXECUTIVE OFFICER** 

THERE are few people on our list with a bigger task ahead of them than Ovenden. After four years as Ford's head man in the UK, he's heading to Russia to lead the company's joint venture there, Ford Sollers. He knows the country well, after a spell as MD of Ford Russia from 2008 to 2011. but the political difficulties of the past few years – including Western sanctions and the Russian currency's devaluation - have hit the car market there hard. If Ovenden can prosper, his stock will soar.





hair over McLaren's dreadful GP record so far this year, but there's a lot more to Dennis's work than the race team. McLaren's road car division continues to impress, with its ambition to expand its model line-up to challenge Ferrari. The new 540S and 570S versions are both priced at under £150,000, and feature technology taken from the Formula One programme.

Presumably, that's the F1 programme

when McLaren was winning races...



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PEUGEOT RECOMMENS TOTAL Official Fuel Consumption in MPG (1/100km) and CO2 emissions (g/km) for the New 208 Range are: Urban 40.4 – 78.5 (7.0 – 3.6), Extra Urban 61.4 – 104.6 (4.6 – 2.7), Combined 52.3 – 94.2 (5.4 – 3.0) and CO2 125 – 79 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions. Image shown for illustration purposes only. Model shown is a 208 Hatchback 1.2 Purefech 82 5 door Allure with 16" Titane Gloss Black Allays, with metallic paint, Cielo Paronamic Glass Roof and Menthol White exterior personalisation pack at £15,940. "This offer is applicable to retail sales only and not an fleet or business purchases. This offer is in addition to consumer offers available at the current time on New 208 and is available to one offers placed 1st June — 30th September 2015. No cosh alternative is available. Contact your local Peugeot Dealer to redeem this offer. Prices and information correct at time of going to press. Visit peugeot.co.uk for full terms and conditions. Peugeot Motor Company PLC reserve the right to withdraw or amend this offer at any time.

#### **NEW PEUGEOT 208**



#### GERRY McGOVERN

LAND ROVER, DESIGN DIRECTOR

A QUIETER year for McGovern, at least publicly, but he remains one of the most influential figures in the industry thanks to his work on transforming the look and appeal of Land Rovers. McGovern was the man behind the Freelander and the Evoque, and he's also the designer who decided Range Rovers should be luxury models, appealing to city and country drivers alike. His focus is now on creating the next generation of Defenders, which we should see late in 2016.



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#### ALLAN RUSHFORTH

NISSAN, VICE PRESIDENT FOR GLOBAL SALES

RUSHFORTH is rarely predictable. A friendly vegetarian triathlete who recently finished a post-graduate degree in his spare time, he was 13th on our list last year as well, but then he was Hyundai's CEO in Europe. Now he's based in Japan, overseeing Nissan sales all around the world. Part of his remit is to iron out cultural differences in a global business. With a CV that also includes BMW, Audi, Land Rover and Rover, he knows the business better than most.







JAGUAR LAND ROVER, DIRECTOR GROUP ENGINEERING

THE third JLR employee in our top dozen, and Rogers is also our highest new entry. What's more, he's a homegrown success story, having spent his youth on a farm and learning to drive behind the wheel of a Land Rover. He joined JLR as a technician apprentice way back in 1984, and quickly developed an expertise in the field of body structure design, rising through engineering and manufacturing roles to oversee first Range Rover, then Land Rover before, only a couple of months ago, taking over as the man in charge of all JLR engineering. He's had a significant role in planning the next generation of Land Rover vehicles and now brings that knowledge to the whole JLR range. Rogers is an expert in the use of aluminium and other lightweight tech — expect to hear more about that as his influence spreads across the entire company.

#### LINDA JACKSON

CITROEN, CHIEF EXECUTIVE OFFICER

JACKSON had only just been promoted into her new job when we put together last year's list, which is why she was in 39th place. The past 12 months, though, have seen her settle into her new role with aplomb. The C4 Cactus, which was launched just as she started her new job, has delivered awards and publicity. After plenty of poor years for Citroen, she says she now wants the "feelgood factor" to return, and is promising new models, and new ways of paying, too.



8

#### ADRIAN HALLMARK

JAGUAR LAND ROVER, GROUP STRATEGY DIRECTOR

WHEN you've enjoyed the sort of success that has come JLR's way in recent years, the trick is knowing how to keep the momentum going. That's the challenge Hallmark faces in the coming 12 months.

At 52, he's worked for Porsche, Bentley and VW in the past, but his role now is develop JLR's strategy for the next few years, including the growing range of models and the question of whether Land Rover can, and should, keep going upmarket.



#### IAN CALLUM

JAGUAR, DIRECTOR OF DESIGN

A STORMING year for the UK's best known car designer, and the highest placed one on our list. Callum is the driving force behind Jaguar's styling, and has been busy dealing with the XE, XF, F-Type and the forthcoming F-Pace – a stellar roster that's pushed him into our top five. It's a testament to his success that the acclaim goes beyond his own industry, with Callum winning the UK's Designer of the Year Award ahead of the boss of international fashion brand Burberry.



5

# TREVOR MANN

NISSAN, CHIEF PERFORMANCE OFFICER

ANOTHER to have built a long career with the same company, Mann, 54, has gone from being one of the first employees on the shop floor at Nissan's Sunderland factory, to running the plant, to more senior management roles. He's overseen the European operation and now takes on a senior global role — an impressive effort in any car company, but particularly notable at a Japanese firm. He's been given the intriguing challenge of how to reinvent Datsun in emerging markets.



4

#### DUNCAN ALDRED

GENERAL MOTORS, VICE PRESIDENT BUICK AND GMC

ALDRED, 45, has spent his whole career with GM, but it's not been a quiet life. Although still only in his mid-40s, he's already done his time as managing director of Vauxhall in the UK, where he revitalised the factories at Ellesmere Port and Luton, and also on mainland Europe, where he got Opel going again. He takes plenty of credit for Vauxhall's healthy sales in the UK and his reward has been a place at GM's top table, heading up GMC and Buick in the US.



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#### MARK ADAMS

OPEL/VAUXHALL, VICE PRESIDENT DESIGN

A GENTLE rise up our list for Adams, whose influence over the Opel and Vauxhall model line-ups can be spotted just about everywhere. He takes a lot of the responsibility for the overall look and feel of all GM's European models since taking on his job eight years ago, starting with the Insignia and moving on through the Astra, Zafira Tourer, Meriva, Ampera and others. He says he wants Opel to be "the emotional German brand", a challenge he relishes.





# PAUL WILLCOX

NISSAN EUROPE, CHAIRMAN

WILLCOX had a turbulent path to his current job. Nearly two years ago he left Nissan, where he was vice president in charge of European sales, to become VW's UK managing director. But he'd barely settled into his new office before he was back at Nissan as chairman for Europe. His role is focused on tightening up the brand's operational performance Continentwide and on beating rivals from Japan and Asia. He reports to another Brit, chief performance officer Trevor Mann.



10

#### KEVIN ROSE

BENTLEY, SALES AND MARKETING DIRECTOR

ROSE brings three clear things to Bentley, and they're things the brand values. For one, he's overseen a sales drive that has seen the number of Bentleys rolling out of Crewe double. Secondly, VW trusts his judgement on what a Bentley should look like – his insight was pivotal in the SUV being signed off. And thirdly, he brings some British calm to this most British of brands. Rose has worked across the group, but it's at Bentley that he's exercising his greatest influence.



9

#### JOHN FLEMING

FORD, EXECUTIVE VICE PRESIDENT, GLOBAL MANUFACTURING & LABOR

A FAMILIAR name on this list and a great example of how the industry can allow people to work their way up from shop floor to boardroom. Fleming started as a worker at Halewood but proved an adept leader and progressed from running that plant to running Ford across Europe, before moving to Detroit. He oversees Ford's manufacturing process all over the world, taking in 75 different factories. Fleming also oversees labour relations — a crucial role for a global manufacturer.



6

# "Batey has shown he doesn't so much cope with problems as thrive under pressure at GM" ALAN BATEY GENERAL MOTORS.

#### MIKE MANLEY

JEEP, PRESIDENT AND CHIEF EXECUTIVE OFFICER

THERE are few tougher jobs in the car world than running Jeep. Not because it's struggling, but because you have to answer to formidable Fiat Group chief executive Sergio Marchionne. Last year Marchionne came up with a nice round target for Manley – sell a million Jeeps in 2014. He got across the line (by a margin of 17,000) thanks to increasing sales by a spectacular 39 per cent. Manley has been running Jeep since 2009, and sales have risen each year.



2

GENERAL MOTORS, EXECUTIVE VICE PRESIDENT, PRESIDENT NORTH AMERICA

IT'S been a generally pretty horrible year for General Motors, with huge numbers of recalls and evidence that the company had ignored warnings about failing components. For many in the business, it's been a bruising experience, but for Batey, a former Vauxhall apprentice, it's been a chance to show that he doesn't so much cope with problems as thrive under pressure. As the man in charge of the company's North American operation, he's been at the very forefront of the GM recovery and is one of chief executive Mary Barra's most trusted lieutenants. If things had gone badly over the past 12 months, GM could have collapsed; instead, under Batey's guidance, the American public has returned to its dealerships to buy GM cars in huge

numbers. That alone is a pretty remarkable feat, with the company expecting 10 million sales in 2015 — which would be a new record. Batey's responsibilities don't stop there, though. He's also global president of the Chevrolet brand, which is proving an international hit. Its biggest success is the Cruze, which is sold in 115 countries and has so far racked up 3.5 million sales and done two crucial things — sell well in China, and bring in customers who've never bought a Chevy before. Batey, a man with more than 30 years on the GM payroll, was also a key figure in Chevrolet's decision to sponsor Manchester United, bringing the name to football fans around the world. A global decision made by a man with a truly global presence.

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# Inside story extra Global big-sellers



#### Hawtai Lusheng E70 (Best-selling car in North Korea)



HAWTAI is a small Chinese car maker involved in a joint-venture with Hyundai from 2002 to 2010, and which continues to use Hyundai technology today. Last year, it shipped 200 Lusheng E70 taxis to the North Korean capital Pyongyang, and given how limited - and secretive - the North Korean new car market is, the likelihood is that this should be sufficient for the E70 to be the number one new car there. The only other reasonable alternative is the Pyeongwha Samchunri, a rebadged Jinbei Haise van, which itself is based on the 1989 Toyota Hiace.



CHINESE manufacturer Great Wall is

already present on UK roads with its

Steed pick-up, but sales have been

slow. It's definitely not the case at

SUVs has been a runaway success

to a fully fledged brand in 2013.

for over a decade and got promoted

expanded at breakneck speed from

two to seven models, claiming the

title of number one SUV brand in

China. Close to 400,000 sales are

expected in 2015 for its best-seller

Since then, the Haval line-up has

home, where its Haval range of

#### **Haval H6**

(Best-selling

**SUV** in China)





#### VW Gol





#### (Best-selling car in **South America**)

NO, this is not spelt wrong. The Volkswagen Gol was launched in 1980 in Brazil to try to appeal to Beetle buyers – the same rationale behind the Golf nameplate launch in Europe in 1974.

The Gol went on to beat the Beetle at its own game, becoming best-seller in Brazil for 28 of the past 30 years. It remains the topselling vehicle in South America with over 325,000 units sold in 2014, including a saloon version called the Voyage. Strangely, though, the Gol was discontinued in both China and Russia due to poor sales.

#### (Best-selling car in Indonesia)

THE Indonesian new car market went from 318,904 units in 2006 to 1.23 million in 2013, with Toyota holding a 48 per cent share along with its cheaper brand Daihatsu.

It has been a local player since 1977 when it released the Kijang, an affordable MPV made in and for Indonesia. The Avanza is the number one seller here with 162,070 sales, after a peak of 213.458 in 2013. By way of comparison, 129,468 Ford Fiestas were sold in the UK last year.

"The Avanza sold 162,070 in Indonesia last year, compared to the Ford Fiesta's 129.648 in the UK"



(Best-selling vehicle in China)

WITH the Chinese car market going from two million to 25 million annual sales in just over a decade, the number of domestic car and truck brands has grown to reach close to 100 today.

The top local brand is Wuling with 1.4 million sales in 2014 alone. General Motors has a 44 per cent share in Wuling through a joint-venture with Chinese car maker SAIC Group, itself the owner of MG and Roewe (Chinese for Rover).



the H6, starting from the equivalent of £10,000. Haval now wants to

conquer the world to become the number one SUV brand globally - a rather outlandish goal. It launches in Australia, Russia and Chile at the end of the month.

# Inside story extra

# WORLDS

**BIG-SELLING GLOBAL CARS** YOU'VE NEVER HEARD OF Not everyone likes the same cars as British buyers. We take a look at some of the obscure models across the world that probably haven't registered on your radar





### **Lada Granta**



(Best-selling car in Russia)

RUSSIAN car maker Lada, now part of the Renault-Nissan alliance's stable of brands, is a distant memory in Western Europe, but continues to dominate its domestic market with 17.7 per cent share so far in 2015. The Granta was launched in 2010 to replace the ancient 'Classic'. It is number one in Russia with 41,071 sales over the first four months of 2015 and also in Kazakhstan at 4,011 units, making it the bestselling nameplate over an area covering 20 million km<sup>2</sup>.



### **Geely Emgrand EC7**



GEELY acquired the Volvo brand from Ford in 2010 and has made tremendous inroads quality-wise in the past 12 months. Its Emgrand EC7 starts at the equivalent of £8,000 and is currently the best-selling domestic saloon in China, with 75,189 finding a new home so far in 2015 after a peak of almost 200,000 in 2013. The EC7 has also found buyers easy to come by in export markets: it ranked second best-seller overall in Ukraine and fourth in Egypt last year.



### **Iran Khodro Samand**



(Best-selling domestic saloon in Iran)

IRAN Khodro is the leading car manufacturer in Iran and a long-time partner of Peugeot and Renault. Although built on the Peugeot 405 platform, the Samand is considered to be the first national Iranian car and has been the bestselling domestic saloon there since its launch a decade ago. Over the past year 100,643 were produced domestically, but the Samand is or has also been assembled in Senegal, Syria, Belarus, Azerbaijan, Venezuela and China.





### **Honda N-Box**



### (Best-selling mini-car in Japan)

KEI cars are a Japanese innovation designed to comply with local government tax and insurance regulations. Lower taxes apply to these vehicles, which are restricted in exterior dimensions (no more than 3.4m length and 2m height) and engine displacement (660cc max). Kei cars reached a record 2.3 million sales or 40 per cent share in Japan in 2014, and leading sales this year is the Honda N-Box, with a still impressive 79,717 units.



### Matchedje F16 🦻



### (Predicted best-seller in Mozambique)

ALTHOUGH not a best-seller yet, the Matchedje F16 Pick-up could soon turn out to be in its native Mozambique, as it is assembled locally and so escapes steep import duties. Chinese investment has transformed Mozambique into a car-assembling country through the creation of Matchedje Motors, named after a village which hosted the Congress of the Mozambique Liberation Front, the political party currently in power. Production target is one million units by 2025.



### **Mobius II**



### (Predicted best-seller in Kenya)

IN the same vein as the Matchedje F16, the Mobius II isn't selling by the truckload yet, but as the first national car of Kenya, it could be heading for blockbuster status pretty quickly. Aiming at facilitating mobility for a growing class of Kenyan entrepreneurs, the Mobius II is an off-roader priced similarly to a seven-year-old saloon (£6,400) and designed to handle the degraded state of most rural and urban sub-Saharan roads.



### Peugeot Pars (Best-selling vehicle in Iran)



LOOKS familiar? That's because the Peugeot Pars is none other than a facelifted Peugeot 405, launched in Iran in 1999. Although outdated and equipped with mechanicals that are approaching their 30-year anniversary, the Pars is simply the best-selling vehicle in Iran, when including the original 405 that's still on sale in the country. No less than 265,405 units were produced in Iran over the past 12 months, making it one of Peugeot's best-sellers worldwide.

"No less than 265,405 were produced in Iran over the past 12 months." which makes the Pars/405 one of Peugeot's best-selling cars worldwide"



### **Wuling Hongguang V**

### (Best-selling commercial vehicle in China)

LAUNCHED in January, the Wuling Hongguang V is a bare-bones version of the best-selling Hongguang on Page 36. Its functionality and low prices (from £4,500 to £5,400) have made it one of the fastest vehicles to reach 30,000 monthly sales in the worldwide history of the car: it reached 30.003 units in March, compared to 32,298 Ford Focuses sold in the whole of Europe in that same month.



# **Dongfeng**



### (Best-seller in Venezuela)

DONGFENG made headlines last year when it acquired 14 per cent of PSA Peugeot-Citroen, a long-time ioint venture partner in China. The firm also sells its own vehicles, and the Rich pick-up is none other than a previous-generation Nissan Frontier that's been relatively successful in export markets. In a politically unstable environment, it outsold the Mitsubishi Lancer and Toyota Corolla to top the Venezuelan charts last year with 3,181 sales.



### **ZAZ Sens**



### (Best-selling car in Ukraine)

IF it looks like a Daewoo Lanos, that's because it is a rebadged one, produced under licence by Ukrainian maker ZAZ since 2005 – the original model's lifespan was from 1997 to 2002. The Ukrainian car market imploded in 2014 due to the Crimean crisis, with sales cut in half to just 97,020 registrations. Toyota and Chinese manufacturer Geelv dominate the brands' ranking, but the local ZAZ Sens is the bestselling nameplate with 3,128 sales.

Words and pictures supplied by Matt Gasnier. Matt's **BestSellingCarsBlog.com** is the most exhaustive website covering car sales data, trends and analysis for over 180 markets worldwide, from Algeria to Zimbabwe, with 70 markets updated monthly and regular strategic reports on the latest sales trends in key markets like China

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# New cars

### **TOYOTA AVENSIS** New look, cleaner diesel

and more kit aim to boost appeal of fleet favourite.



### **Essentials**

### Mazda CX-3 1.5 SkyActiv-D

**Price:** £21,895

Engine: 1.5-litre 4cyl diesel

Power/torque: 105bhp/270Nm Transmission: Six-speed manual,

front-wheel drive

0-62mph: 10.1 seconds

Top speed: 110mph

Economy: 70.6mpg

CO<sub>2</sub>: 105g/km

**ON SALE Now** 



**PRACTICALITY** Top-spec Sport Nav models have a slightly smaller 287-litre boot, because the standard Bose sound system (below) eats into capacity. Lesser versions offer 350 litres



**EQUIPMENT** But you don't have to buy the flagship to get lots of kit. While Sport Nav features LED headlights and leather, all CX-3s come with a seven-inch colour touchscreen. DAB radio and allovs





### **NEED TO KNOW**

Dashboard looks attractive and has a high-quality feel; sat-nav is standard on our top-spec Sport Nav, as the name suggests, while leather seats are comfortable



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**FORD MONDEO 1.0** First UK drive of smallcapacity EcoBoost petrol

engine in big family car.

**RENAULT KADJAR** 

Crossover has already impressed, and now we try top-spec 4x4 diesel.

**HURACAN HITS UK** New baby Lamborghini blasts off in UK without

variable-ratio steering.

**CAYENNE GTS** 

Porsche unleashes potent, high-spec SUV, but is it the best choice?







Jonathan Burn Jonathan\_Burn@den

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SMALL crossovers might be a relatively new phenomenon, but their popularity means the market is already fiercely competitive. The explosion of new arrivals shows no sign of stopping, and this is our first opportunity to test one of the latest – the all-new Mazda CX-3 – on UK roads.

Mazda offers an 18-strong model lineup, made up of petrol or diesel powertrains, front-wheel drive and all-wheel drive and manual or automatic transmissions. It's a level of variety few rivals can match.

The company claims it's pitching the CX-3 up against competitors that are still yet to make it to market - models such as Audi's forthcoming Q1 and VW's yet-to-benamed baby SUV. And that's reflected in the price, which ranges from £17,595 to a bank-busting £24,695. Rivals like the Nissan Juke and Renault Captur start from almost £4,000 and £3,500 less respectively although Mazda is positioning the CX-3 as a more premium offering.

The extra buys one of the most attractive crossovers on the market. The CX-3 uses the latest interpretation of Mazda's Kodo design language, seen on the revised CX-5 SUV and new MX-5 roadster, and the short overhangs, squat stance and sleek lines look fantastic.

Beneath the muscular body, it's based on Mazda's 2 supermini. The wheelbase is identical, but the CX-3 is 215mm longer, 70mm wider and slightly taller – and these incremental gains are vital for squeezing in more luggage and taller passengers.

The 350-litre boot is on par with similarsized rivals, but go for a top-spec Sport Nav model like ours and a bulky but brilliant Bose surround sound system eats into space, reducing capacity to 287 litres.

The biggest benefit of those supermini underpinnings is that the CX-3 retains the



Rear provides decent head and legroom for two adults; three will find it a squeeze

light-footed dynamics of the 2. Even when fitted with the only diesel - the 105bhp 1.5-litre SkyActiv-D engine - it's nimble but stable. This is down to the crossover's low centre of gravity and responsive, precise and well weighted steering.

During faster changes of direction, the stiffer springs and dampers allow the CX-3 to manage weight transfer well, remaining balanced and poised where a Captur would begin to wallow. The trade-off is a slightly firm low-speed ride, which improves as you up the pace. The crisp, weighty six-speed manual gearbox also gives the Mazda a sportier character than any rival.

The 1.5-litre diesel is also taken from the 2, but a revised turbocharger boosts torque from 250Nm to 270Nm. The engine doesn't hit you with the heavy slug of torque you expect from a turbodiesel; the power is fed more progressively.

It becomes more coarse the further you extend it, but settle into a cruise and the engine remains smooth and refined. Still, one thing you won't take issue with is the economy. Mazda claims 70.6mpg and CO2 emissions of 105g/km for a front-wheel-drive diesel model with a manual box. That's almost best-in-class. only outdone by the 99g/km Captur.

But the company has also ensured the CX-3 is as safe as possible. Top-spec Sport Nav models come with a level of kit you'd expect to find in the class above, including head-up display, reversing camera, smart city brake and lane departure warning.

The sharp exterior is also reflected inside. Again, Mazda's taken cues from the 2, with a clean, clutter-free design. The seven-inch colour display is operated via a separate centre console control panel, and soft-touch materials and neat flourishes like brushed aluminium inserts and contrast stitching add to the quality feel.

It's not the most spacious crossover - the Ford EcoSport and Vauxhall Mokka have the edge - but there's sufficient rear head and kneeroom for adults. You may get some complaints trying to squeeze three abreast, yet this is a common gripe with supermini-based crossovers – cars designed to pack so many family friendly attributes into such a compact footprint.

### "During faster changes of direction, CX-3 remains balanced and poised where Captur would wallow"







STYLISH, economical and surprisingly engaging to drive, the new Mazda CX-3 ticks the boxes other crossovers can't. Kit is generous throughout the range, and the high-quality finish and neat design flourishes make the interior a comfortable place to spend time. You can't get away from the inflated initial outlay, but there's enough attention to detail and quality to make this new car worth its premium price tag.





# Toyota Avensis





Running costs 67.3mpg (official)



### FIRST DRIVE Fresh look and new engines give fleet and family favourite extra appeal



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A HUGE 87 per cent of Avensis sales go to the fleet market. Toyota knows this, and has tweaked its family car with updated styling, more kit and cleaner engines to further appeal to the model's core audience.

While it's still recognisable as an Avensis, the entire front end has been reworked to echo the smaller Yaris and updated Auris, with an X-shaped grille and bumper design, plus larger air intakes. All models get LED daytime running lights, there are new alloy designs, and the sills have been adapted to give a perceived lower centre of gravity.

Under the bonnet sits a choice of BMW-derived diesels. Carried over from the previous MINI Cooper D, the 1.6-litre D-4D driven here gets only 110bhp but 270Nm of torque. It's the same unit as was fitted to the Verso last year, replacing the old Avensis's slightly more powerful 2.0-litre diesel.

Performance is acceptable, if a little underwhelming. The 0-62mph sprint takes

11.7 seconds and maximum torque comes in from 1,750rpm. However, it lasts only until 2,250rpm, so you must stay within a tight rev band to make decent progress. We tested the car on a series of twisting Alpine roads, and swapped gears more than we'd like – often shifting down when rival engines would push on in a higher gear.

If performance is a priority, the larger 2.0-litre diesel (which replaces the 2.2 D-4D) is much more flexible and offers a noticeable performance improvement. That said, the 1.6 is nicely refined at a cruise, which is just what most buyers want. This car is designed to sit at 70mph all day long, and we've no complaints about its long-distance ability.

The ride is good, too. While the Avensis isn't as fun as a Mazda 6, the dampers have been tightened and it doesn't roll too much. The steering needs a bit more feel, but it has a decent weight and the car doesn't push wide

in a fast, tight bend. The brakes in our 1.6 felt a little spongy, but the 2.0-litre was better, so we think they just needed bedding in.

Downsizing has made the Avensis more efficient, too. The 1.6 cuts the old 2.0 diesel's CO<sub>2</sub> from 120g/km to 110g/km, so it drops two company car tax bands from 22 to 20 per cent Benefit in Kind. However, a BMW 320d EfficientDynamics is rated at 17 per cent.

Whether you go for the saloon or this Touring Sports, the Avensis claims 67.3mpg. That's no mean feat, although a VW Passat BlueMotion Estate should do 76.3mpg, and is nearly a second faster from 0-62mph.

Still, kit is impressive. The mid-range Avensis Business Edition costs £21,995 – or £23,175 for our estate – and has a long spec list. Auto high beam, road-sign recognition and lane-departure warning all make long-distance driving easier, while touchscreen sat-nav, DAB, auto air-con,

"Front end's been reworked to echo Yaris and Auris, with an X-shaped grille and bumper design"

### NEED TO KNOW

Both the new 1.6 and 2.0-litre D-4D diesels are BMWderived, with the former offering CO<sub>2</sub> improvements of up to eight per cent over predecessor



### **Essentials**

# Toyota Avensis Touring Sports 1.6 D-4D Business Edition

Price: £23,175
Engine: 1.6-litre 4cyl diesel
Power/torque: 110bhp/270Nm
Transmission: Six-speed manual, front-wheel drive

0-62mph: 11.7 seconds
Top speed: 115mph
Economy: 67.3mpg
CO2: 110g/km

### **ON SALE Now**



**QUALITY** Toyota has worked hard to improve the fit and finish inside the Avensis, with the materials used taking a step up and the switchgear feeling solid. The dashboard has a logical layout as well



**EQUIPMENT** Business Edition comes really well equipped, with sat-nav, plus Alcantara seats, DAB, auto air-con and 17-inch alloys. It has more kit than the equivalent Mondeo for nearly £1,500 less





Rear will seat three abreast, but boot capacity is unchanged at 543 litres with back seats in place





rain-sensing wipers and auto headlights are standard. You'll also find 17-inch alloys, half-Alcantara seats and a reversing camera. A mid-spec Mondeo Titanium is £1,500 more.

Cabin quality is a step up from before, too. The buttons and switches have a weighty feel, and everything is logically laid out. The infotainment system is a little dated, though, and some plastics are a little nasty.

Practicality is unchanged, meaning the Toyota's boot measures 543 litres, or 1,609 with the rear seats folded flat – a Passat Estate betters this with 650 and 1,780 litres respectively. Despite this, the load floor is nearly flat, and there's enough space in the rear to sit three abreast. There aren't as many cubbies and storage places as you'll find in rivals, but the glovebox is huge.

All Avensis models are now safer, too, with autonomous emergency braking and a pre-crash safety system as standard. Engineers have openly admitted they're hoping for the full five stars from Euro NCAP when the car is tested soon.



### **W** Verdict

THE 'new' Avensis is essentially a comprehensive reskin of the old car, rather than a totally fresh model. It's improved across the board, and while it's still not quite good enough to challenge VW's class-leading Passat, it's decent value for money while also being cheaper to run than before. The new 1.6 diesel is a bit sluggish, although the larger 2.0 is faster and more flexible.





Stuart Milne tuart Milne@dennis.co.uk @stuartimilne

THE Mondeo 1.0 EcoBoost is Ford's most extreme example of downsizing to date. Although the family car tips the scales at just under 1,500kg, the tiny EcoBoost engine measures only 998cc.

But more important, and particularly pertinent here, are the engine's headline figures of 123bhp and 170Nm. On paper, that doesn't compare favourably with the rest of the range. On the road, it's still fairly capable - Ford quotes a 12-second 0-62mph time, which is only fractionally slower than the base-spec 1.5-litre TDCi.

In practice, that means quite a bit of shuffling between the lower gears at roundtown speeds. Unlike the diesel engines in the Mondeo range, there's no real wave of torque to enjoy. The EcoBoost's power delivery is far more linear - much like a naturally aspirated engine - and that means overtaking takes a bit of planning. Even in the 1.5 TDCi, the spikier power delivery means a single downshift is required. Here you'll likely need two.

Refinement on the move is very impressive, with the Mondeo's sound deadening isolating the driver from the worst of the three-cylinder engine's noises and rattles. Even at tickover, it's hard to hear – or feel – the engine. However, the

### **Essentials**

**ON SALE Now** 

### Ford Mondeo 1.0 Zetec

Price: £19.995 Engine: 1.0-litre 3cyl turbo Power/torque: 123bhp/170Nm Transmission: Six-speed manual, front-wheel drive 0-62mph: 12.0 seconds Top speed: 124mph Economy: 55.4mpg CO<sub>2</sub>: 119g/km



**GEARBOX** Due to the engine's gearing, the six-speed box needs to be worked hard at town speeds. Yet even then you'll need dedication to get the most from it - although the shift is smooth and slick to use



PRACTICALITY Hatchback's boot capacity stands at 541 litres with the seats up and 1,437 with them down. But be warned - the 1.0-litre Mondeo is likely to struggle with a full load of luggage and passengers on board



relative lack of torque is likely to show when the car is loaded with passengers or luggage, or when climbing steep hills. Its tiny 900kg towing capacity is very telling here.

Ford claims 55.4mpg fuel economy, but during our brief test drive, we struggled to better 33mpg due to the need to rev it past 4,000rpm to make swift - if not fast - progress. Longer gearing helps high-speed efficiency, though.

The Mondeo 1.0's ride isn't quite as smooth as other models' in the range due to the lighter engine. It doesn't crest bumps as well and feels like it could use a little more weight over the front wheels. The flipside of this is that the steering feels a bit more alert than in other versions. The car has a greater willingness to change direction, but outright enjoyment is still masked by rather light and overly assisted steering.

Perhaps this model's biggest trump card is its price. The Zetec model we tested represents the cheapest route into Mondeo ownership. A list price of £19,995 is £2,000 lower than that of the next cheapest model, the 1.5 TDCi in base Style trim, but the diesel has the edge on CO<sub>2</sub>. The 1.0 emits 119g/km to the TDCi's 94g/km, so the diesel version is still a slightly cheaper company car.

# Ford Mondeo 1.0 Running costs 55.4mpg (official) E73 fill-lin



**FIRST UK DRIVE** Does small-capacity engine work in big family car?



Dashboard is well laid-out, and our Zetec-spec model comes with a decent level of kit



### W Verdict

A BIG Mondeo with a 1.0-litre engine would have been inconceivable a few years ago, and its existence speaks volumes about the work Ford's done on the EcoBoost engine. But there's no hiding the car's 1,445kg kerbweight, so performance lacks the sparkle of bigger-engined cars. While it's £2,000 less to buy than a 1.5 TDCi Style, the diesel will be cheaper to run.





# **Bentley** Continental GTC

FIRST DRIVE Updated V8S drop-top seems to get better with age



Steve Sutcliffe

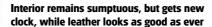
FOR a car that's now entering its teenage years, the Bentley Continental has aged with a surprising degree of dignity. And yet despite numerous evolutionary upgrades since 2003, it remains much as it was in the beginning.

Bentley's introduced a variety of styling tweaks for the 2016 model year, and there are four versions of the latest drop-top GTC to choose from. The entry-level V8, which costs £154,400 and has 500bhp; this more thrusting, £164,800 V8S with 521bhp; and standard and Speed W12 twin-turbos with 582bhp or 627bhp respectively.

Dynamically the GTC is all but identical to the coupé, bar a few extra kilograms here and there to offset the reduction in structural rigidity thanks to the removal of its roof. But to be honest, you don't really notice it in a straight line. When a car weighs quite a lot more than two tonnes no matter what form it takes, adding a couple of kilograms to the recipe doesn't exactly alter the overall flavour of the dish. In all its guises the GTC seems majestically brisk; in GT Speed trim it merely feels a little faster still, although with the roof down it actually sounds better as a V8.

Where you do notice the difference between the coupé and the GTC is in the ride. However good the road surface may be beneath the car's 20-inch (front) and 21-inch (rear) tyres, there is always that little bit more going on beneath your backside in the Convertible. The worse the tarmac, the more obvious the GTC's minor lack of structural integrity seems, although





you'd never go so far as to regard this as an issue. And the trade-off, of course, is that you can drop the roof at the press of a button whenever you like, at which point the GTC's sense of majesty hits another level. After all, if you're going to drive a Conti, you may as well be admired at the same time...

Visually, the 2016 GTC gets a new grille, a rear diffuser on the Speed, a tiny boot spoiler and a mildly redesigned

> front bumper, Light surrounds front and rear are pepped up with a touch of chrome, while a very minor cabin facelift includes a new clock design, more sculpted gearchange paddles and some fresh colour options.

### **Essentials**

### **Bentley Continental** GTC V8S

Price: £164.800 Engine: 4.0-litre V8, twin-turbo Power/torque: 521bhp/680Nm Transmission: Eight-speed auto, four-wheel drive 0-60mph: 4.5 seconds

Top speed: 191mph Economy: 25.9mpg CO2: 254g/km

**ON SALE Now** 



**GEARBOX** Eight-speed auto smothers changes. But as paddles are mounted on the column, you have to reach for them when any steering lock is applied



WHEELS Alloys measure 20 inches at front and 21 inches at rear, and look incredible, but accentuate the GTC's ride deficiencies when driven next to Coupé



### Verdict

THE GTC is one of those rare cars that's got better with age. Its W12 now even has cylinder deactivation to enable it to claim fuel economy of more than 20mpg. In truth, though, it's the V8 that you should go for - and this S model in particular. It feels most capable on the road, and the fact that it's cheaper, cleaner and more economical than the W12 is almost a bonus in the end.



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# Renault Kadjar 4WD

FIRST DRIVE We see if all-wheel drive enhances driving experience



**Mat Watson** Mat Watson@dennis.co.uk @mat watson

THE Renault Kadjar is the company's answer to the Nissan Qashqai, with which it shares many of its parts. And just like its sister model, the Kadjar is available with all-wheel drive for those after a coollooking car with decent towing capability and a modicum of off-road ability.

We've already tested the 1.2-litre petrol Kadjar in Issue 1,374, and were mightily impressed. On the whole the crossover is comfortable, very practical, drives well and looks stylish. It's relaxing to travel in, too, bar a bit of wind whistle from the A-pillars, slight engine noise under acceleration and a little tyre roar on rough surfaces – which is less noticeable on the smaller 17-inch alloys of the lower-spec Dynamic Nav tested here.

This all-wheel-drive model also features the range-topping 128bhp 1.6-litre diesel. It provides substantially more pulling power than the petrol, making it a better choice for high-mileage drivers, with 320Nm of torque available from only 1,750rpm. It provides good in-gear punch, taking the strain out of overtaking at motorway speeds, and the extra grunt means it can tow a trailer of up to 1,800kg - that's 300kg more than the petrol. When worked hard the engine does emit that tell-tale diesel rattle, but it quietens down when cruising.

Our test car's all-wheel-drive system – which is available only with the 1.6-litre dCi can send up to 50 per cent of its power to the rear wheels when the fronts start to slip,



Kadjar's smart cabin is well equipped and a relaxing place in which to travel

or you can lock it in 4x4 mode at lower speeds. We tried the car on a very mild offroad route and only ever saw a maximum of 10 per cent of the power transferred to the rear wheels on the on-board computer.

And this highlights a key point: few people will ever need the extra grip over the front-wheel-drive car, For starters, the 4WD

costs £1,500 more and economy drops from 62.8mpg to 57.6mpg. Also, it's one second slower from 0-62mph at 11 seconds, due to the extra weight. Really, though, sprint times are less relevant for this type of car. Engine flexibility is key and, although we've yet to test it, we expect the 74.3mpg 1.5-litre diesel will be punchy enough for most people - and it offers a further £1,200 saving.

### **Essentials**

### **Renault Kadjar** dCi 130 4WD

Price: £24,295

Engine: 1.6-litre 4cyl turbodiesel

Power: 128bhp

Transmission: Six-speed manual,

all-wheel drive 0-62mph: 11.0 seconds

Top speed: 118mph

Economy: 57.6mpg

CO<sub>2</sub>: 123g/km

### **ON SALE Now**



ALL-WHEEL DRIVE Adding allwheel drive to the Kadjar also adds £1,500 to the cost. It makes the crossover less fuel efficient, too



**EQUIPMENT** Dynamic Nav models come with 17-inch alloy wheels, airconditioning, seven-inch display with navigation and cruise control as standard



PRACTICALITY AWD can send up to 50 per cent of power to rear. Talking of back end, 472-litre boot is 42 litres larger than Qashqai's, with underfloor storage

### **Verdict**

THE Renault Kadjar is a great family car for those who are looking for something a little more interesting than a normal hatchback. We think it could well be the best crossover available right now, and although the 1.6-litre diesel all-wheel-drive model won't be the biggest seller, it does provide added depth to the range with specific appeal to those who plan to tow or even venture off-road.





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# **Lamborghini** Huracán

FIRST UK DRIVE We try Lambo without controversial steering system



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SINCE the Lamborghini Huracán launched a little over a year ago, the supercar landscape has shifted. Ferrari has switched to a turbo V8 in its new 488 GTB, while the new Audi R8 has been revealed, offering the same 602bhp from the same 5.2-litre V10 as the Lambo, but for £43,220 less.

The question is, does the baby Lambo still cut it in a rapidly evolving class, or is it being left behind by more technically advanced and affordable rivals? To find out, we drove one for the first time without the optional LDS variable ratio steering system - one of our few criticisms from previous encounters.

Immediately the steering feels better – it responds more cleanly, crisply and predictably, although it still lacks the feedback of the 488. You might have to cross your hands or feed the wheel through them in tighter corners, but it's worth it for the way it makes the shovel-like nose easier to place on the road.

Our other gripes included the understated styling - for a Lambo - and the tendency to understeer on the limit. Viewed in isolation. and driven on a track, those two points still hold true, but on public roads the Huracán inspires shock and awe – especially in this Verde Mantis paint – and has a turn of pace to keep any McLaren, Ferrari and Audi honest.

In fact, with no turbochargers to spool up and 75 per cent of maximum torque available from just 1,000rpm, it now responds to your right foot sharper than anything in the class. Flick the ANIMA switch on the wheel from Strada to Sport or Corsa, let it rev, and the booming crescendo is a notch louder than its rivals, too, with gunfire from the exhausts





on the overrun for good measure. As you can't use its full performance repertoire on public roads, understeer and oversteer aren't an issue; it simply grips and goes.

However ham-fisted you are with the steering, or whenever you mash the brakes or throttle, it just digs in, retaining its stability

### Cabin continues exterior drama, with Verde Mantis paint; exhausts sound sensational

and composure. The addition of a dual-clutch box means shifts are virtually imperceptible, although in Corsa mode, a jolt is engineered in to give upshifts a more visceral feel.

Keep the adaptive dampers in their softest Strada setting and it's comfortable enough to be driven every day - it's certainly less punishing than a 488. You can even order it with a front axle lifting system (£4,290 when bundled with adaptive dampers) to help you navigate speed bumps without removing the front bumper. A Lambo that lets you drive it more often – now that can't be a bad thing.

### **Essentials**

### Lamborghini Huracán LP 610-4

Price: £180,720 Engine: 5.2-litre V10 Power/torque: 602bhp/560Nm Transmission: Seven-speed twin-clutch auto, four-wheel drive 0-62mph: 3.2 seconds

Top speed: 202mph Economy: 22.6mpg CO2: 290g/km

**ON SALE Now** 



**EQUIPMENT** Fully digital 12.3-inch instrument display looks fantastic, and can be configured to show speed, revs, sat-nay and audio settings



**PRACTICALITY** Our advice is to pack light - there's 150 litres of space under the front bonnet. Visibility, even out of the front, isn't great either



INTERIOR Centre console has plenty of design flourishes, but quality is below what you get on Ferrari 488. Wheelmounted indicators are frustrating, too

### **Verdict**

WITH its deafening, naturally aspirated V10, the Huracán has an old-school supercar charm compared to turbo rivals, but it's by no means low tech. The dual-clutch gearbox and nonvariable ratio steering mean it's smooth and predictable to drive in any situation, while the adaptive suspension is comfortable even at low speeds. The problem is, while rivals have moved the game on, the Huracán feels like more of the same.



www.autoexpress.co.uk 17 June 2015 **49** 







SEATS Whether you're sitting in the front or rear, you get to settle in focused GTS-branded leather and Alcantara sports seats, which provide a great mix of comfort and support

# Porsche Cayenne GTS Performance 0-62mph/top speed 5.2 seconds/163mph



**Running costs** 28.8mpg (official)



FIRST DRIVE High-spec super-SUV has switched from V8 to V6. What's it like on UK roads?



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PORSCHE'S new Cayenne GTS impressed us earlier this year (Issue 1,357) when we sampled it on ice at the company's winter driving facility in Sweden - but how does it fare on UK roads?

Before we get to that, it's worth explaining a few things about the GTS. These famous three letters have appeared on a host of more focused Porsches for decades, and first graced the Cayenne's bootlid in 2007. The GTS is designed to fill the gap between the Cayenne S and the ferocious Turbo models, and just like the rest of the range's refresh last year, it's been updated to be cleaner and more economical, and gets a minor facelift, too.

Porsche has replaced the naturally aspirated 4.8-litre V8 with a tweaked engine that you'll find in the Cayenne S - a 3.6-litre twin-turbo V6. On paper, the decision to switch engines looks to be a good one as there's an extra 20bhp and 85Nm of torque, meaning you get 436bhp and 600Nm to play with. These gains also include a 3mpg improvement in fuel economy, to 28.8mpg, and the GTS now completes the 0-62mph sprint in 5.2 seconds (5.1 seconds with the optional Sport Chrono pack) - that's 0.5 and 0.6 seconds quicker than the old car.

On first impressions, the switch from normally aspirated to a twin-turbo set-up is good, too. Floor the throttle and that 600Nm kicks in at just 1,600rpm and only dwindles when the revs push past 5,000rpm. And with the eight-speed Tiptronic S gearbox firing through ratios, progress feels faster than the 0-62mph time suggests.

The problem is, by ditching the 4.8-litre V8, some of the GTS's charm has gone. The eight-cylinder's growl has made way for a more muted V6 soundtrack. The standard sports exhaust spices things up a bit, but after a while the noise becomes more of a drone than a treat to listen to - a crucial part of a performance SUV.

Putting the engine's quiet nature to one side, though, the GTS still delights. It comes as standard with steel springs, a 24mm lower ride height and Porsche's Active Suspension Management. Switch to Sport mode and, despite its 2,210kg weight, the Cavenne tackles corners like the best hot hatches around, and yet can settle down to a comfortable cruise in Comfort mode. The GTS also comes with Porsche Traction Management, allowing an impressive amount of off-road ability, too.

Just like its predecessors, the new GTS is easy to spot as the racy Cayenne in the range. Along with a lurid colour palette, there's a Cayenne Turbo front end, side sills, extended arches, 20-inch RS Spyder alloys and blacked-out rear lights, while inside you get GTS-branded leather and Alcantara upholstery, and electric front sports seats.





**NEED TO** KNOW Previous V8powered GTS accounted for 11 per cent of all Cayenne sales

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### **Essentials**

### Porsche Cayenne GTS

Price: £72,523

Engine: 3.6-litre V6 twin-turbo

Power/torque: 436bhp/600Nm

Transmission: Eight-speed Tiptronic S,

four-wheel drive

**0-62mph:** 5.2 seconds

Top speed: 163mph

Economy: 28.8mpg

CO<sub>2</sub>: 234g/km

### **ON SALE Now**



**EQUIPMENT GTS comes with** Active Suspension Management, which allows you to switch between Comfort, Sport and Sport Plus. Offroad mode features as standard, too



**PRACTICALITY** GTS is just like any other Cayenne, and gets a wide, flat load space with a 670-litre capacity. Fold the rear seats and this increases to a maximum of 1.780 litres



### **Verdict**

IF you like your Cayenne to be fast and powered by a big petrol engine, but don't want the high running costs of a Turbo or Turbo S, the new GTS remains the best choice. The way it mixes agile handling and hot hatch performance in an SUV that still has the ability to tackle off-road terrain is deeply impressive. However, there's no getting away from the fact that the GTS's new twin-turbo V6 is just not as thrilling to drive as its V8-powered predecessor.



# Citroen C4 Picasso PureTech

**FIRST DRIVE** Faster, cleaner petrol engine impresses. Is it better than diesel?



### **NEED TO** KNOW

Citroen's threecylinder PureTech petrol engines stretch right across the model line-up, ranging from 67bhp in the



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@ @rsp\_ingram

CITROEN'S roll-out of its new PureTech petrol engines is in full swing. Available in a range of power outputs, the threecylinder turbo and non-turbo units are fitted to everything from the tiny C1 city car to the Grand C4 Picasso MPV.

The 128bhp PureTech, now offered in the five-seater C4 Picasso and seven-seater Grand, represents a new entry point into the MPV range, replacing the outgoing naturally aspirated 118bhp 1.6-litre VTi. It promises better performance and lower running costs for only a modest increase in price.

It's only available in entry-level VTR and VTR+ trims and commands a premium of around £550 like-for-like over the VTi, yet this new PureTech 130 improves fuel economy by 12mpg and reduces CO<sub>2</sub> emissions by 30g/km. It's almost two seconds faster from 0-62mph (10.1 seconds vs 11.9 seconds) and thanks to an extra 50Nm of torque, feels quicker, too.

Being a small petrol engine, it's nearsilent around town and on the motorway. making the Picasso PureTech more than capable of long-distance drives. In fact, the turbocharger ensures it's more eager, with plenty of pick-up in sixth gear at 70mph.

While we weren't fans of the PureTech 130 when fitted with the new EAT6 auto in the C4 hatch (Issue 1,366), it works really well matched to the six-speed manual. It's a bit notchy at times, but easy enough to use.

Due to the fact this is only a new engine, and not a mid-life facelift, the C4 Picasso is just as practical, versatile and easy to live with as it's ever been. The boot measures 630 litres with the seats in place, or 1.851 litres when they're folded flat. Cubbies are plentiful, and the extended A-pillars and panoramic windscreen make it easy to drive.

It's just a shame the 128bhp PureTech engine is only available on these basic specs. If you want a range-topping petrol Picasso, you're forced to opt for the thirstier THP 165 - and that's only available with the automatic gearbox.

Truth be told, a diesel will still make more sense for most people, but as petrol engines become faster, cleaner and more refined, there's reason to think twice before taking the plunge. The VTR+ BlueHDi costs £1,215 more (£20,785), but can't match the petrol for performance, and in the real world is unlikely to return its quoted 74.3mpg.

"It's almost two seconds faster from 0-62mph and thanks to an extra 50Nm of torque, feels quicker"

### **Essentials**

### Citroen C4 Picasso PureTech 130 S&S VTR+

Price: £19,570

Engine: 1.2-litre 3cyl turbo petrol

Power /torque: 128bhp/230Nm

Transmission: Six-speed manual, front-wheel drive

0-62mph: 10.1 seconds

Top speed: 125mph

Economy: 56.5mpg

CO<sub>2</sub>: 115g/km **ON SALE Now** 





**EQUIPMENT VTR+ cars get dual**zone air-con, seven-inch touchscreen. plus LED daytime running lamps, auto lights and wipers, and cruise control



**PRACTICALITY** Rear features three individual seats, and these fold flat to increase 630-litre boot to a maximum capacity of 1,851 litres

### Verdict

THIS new PureTech petrol makes strides over the ageing VTi in near enough every area. It's faster, cheaper to run and more refined, yet doesn't sacrifice any of the C4 Picasso's brilliant versatility. In entry-level VTR trim it's the cheapest Picasso you can buy, and if you spend a lot of your time in and around town, or shuttling kids to and from school, it could work out cheaper than a diesel.





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THE super hot hatch class is currently one of the most fiercely contested in the business, and to be top dog you need to pack the most power. Audi is trumping arch rivals Mercedes and BMW with its new RS3 Sportback which, until Volkswagen's 395bhp Golf R400 arrives next year, is the most potent five-door hot hatch you can buy. We drove the car for the first time in the UK.

With 362bhp from its 2.5-litre five-cylinder turbocharged engine, this second-generation RS3 not only beats the 355bhp Mercedes-AMG A 45 and 322bhp BMW M135i, but also Ford's forthcoming four-wheel-drive Focus RS, which musters 320bhp from its 2.3-litre four-cylinder. Plus, the Audi can do 0-62mph in 4.3 seconds – three-tenths faster than not just the A-Class but also the RS3's dad, the old 4.2-litre V8 R8 supercar. And like many German performance models, it's limited to 155mph (although Audi can derestrict it, allowing a 174mph top speed).

### **Ferocious**

Performance on the road is savage. Plant your right foot on the throttle and thanks to the quattro four-wheel-drive system, the RS3 fires off the line with ferocious speed. For even more stomach-turning acceleration and to match the claimed 0-62mph time, you need to use the launch control system — turn off the ESC, select Dynamic mode in the standard Audi Drive Select, put the seven-speed S tronic gearbox into Sport, hold the brake pedal and floor the throttle. The engine will then be held at 4,000rpm — let go of the brake and the RS3 will launch forwards with a small chirp of wheelspin.

Audi has tweaked the twin-clutch box to give faster shift times, and while this is barely perceptible, there's no doubt it fires through the gears slickly. Plus, in Dynamic mode, the flaps in the exhaust are opened; this means every change up is accompanied by a large belch from the pipes, plus pops and crackles on overrun or when you shift down. The vocal exhaust is a perfect match for the charismatic engine. At low revs there's a distinctive five-cylinder warble, but near the top of the range it transforms into a howl.

The tweaks – including a longer seventh ratio and more 'coasting' from the stop/start system – have also cut fuel consumption by 12.5 per cent over the old RS3 and reduced  $CO_2$  emissions by 12 per cent. However, the new Audi will be more expensive to run than its nearest rivals – the A 45, for example, claims 40.9mpg and 161g/km compared to the RS3's 34.9mpg and 189g/km.

The exterior is enhanced by a subtle bodykit, trademark honeycomb grille and lightly flared wheelarches. It can be made to look more aggressive still, with a choice of colours for the bodywork and alloys, plus an aluminium-look exterior pack that emphasises the square-jawed style.

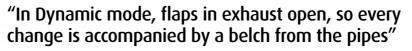
While the RS3 ranks at the top in terms of sheer performance, to be the best of the new crop of super hot hatches, straight-line pace isn't enough – it needs to sparkle on more challenging roads. And this is where it loses some of its punch. The car feels a



# **Audi** RS3

FIRST UK DRIVE Mega 362bhp hot hatch outmuscles rivals





little blunt on twisty country roads, and isn't as engaging as the rear-drive M135i or even the four-wheel-drive VW Golf R. It doesn't have the most communicative steering and feels a little numb, although it is direct and quick to react to inputs.

The ride is also a little too brittle for UK roads – our test model was fitted with the £2,495 optional Dynamic Package Plus, which includes magnetic ride dampers that

soften the worst potholes. It's an extra worth specifying, especially as it also includes an RS sports exhaust system that only adds to the five-cylinder's aural pleasure.

The RS3 has a tendency to understeer, too, even though Audi's engineers have worked on the quattro four-wheel drive (it can now send 100 per cent of the engine's power to either axle if necessary). But there are no complaints about the level of grip





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### Performance

0-62mph/top speed 4.3 seconds/155mph



direct and quick to react to inputs"

### Running costs

34.9mpg (official) £64 fill-up





### **NEED TO** KNOW

RS3's five-cylinder engine is expected to be dropped into a firebreathing TT-RS set to launch later in the year

it offers. As the RS3 is based on the A3  $\,$ Sportback, it's also a practical hatch. Load capacity stands at 280 litres with the rear seats up and 1,120 litres once they're folded. The A 45 has another 61 and 37 litres respectively, but the RS3's boot is a good shape, while there's also plenty of rear seat room.

With its highly charismatic engine, prodigious straight-line pace and practical, comfortable cabin, the new RS3 makes a strong case for itself. Although the near-£40,000 asking price is steep (it's £1,760 more expensive than its Mercedes rival), nothing delivers supercar-baiting pace in

### **Essentials**

### **Audi RS3 Sportback**

Price: £39,955

Engine: 2.5-litre 5cyl turbo

Power/torque: 362bhp/465Nm

Transmission: Seven-speed twin-clutch auto, all-wheel drive

0-62mph: 4.3 seconds Top speed: 155mph

Economy: 34.9mpg

CO<sub>2</sub>: 189g/km

### **ON SALE Now**



STYLING RS3 is subtle, but with its 19-inch wheels, matt aluminium mirrors and big exhausts, it's clearly the flagship. Our Catalunva Red car has one of two new paintjobs; the other is Nardo Grey



**PRACTICALITY** Based on the roomiest A3, the RS3 Sportback could be used as an everyday family car. Maximum 1,120-litre boot space will be enough for most needs





### **W** Verdict

FOR now, the Audi RS3 is the most powerful super hot hatchback you can buy. And while it may not rank as the sharpest-handling choice on the market, there's no denying how quickly it can cover straight pieces of tarmac, and how incredible it sounds when doing so. Add in the everyday usability of the fivedoor Sportback's body, as well as the subtle good looks and well built interior, and the RS3 is a compelling proposition.



### Coming soon



### RANGE ROVER

SUMMER 2015

new ground with its drop-top Evoque, but will rivals follow suit?

SUPERMINIS		٧
Fiat 500	2016	S
Ford Ka Ford Fiesta	late 2015	Α
Honda Jazz	2017 summer	Α
Renault Twingo GT	late 2015	A
Renault ZOE update	late 2015	A
Renault 5	late 2015	A
SEATIbiza	2016	A
Smart ForTwo Brabus Suzuki Swift	mid 2016 2017	Α
	2017	В
FAMILY CARS Alfa Romeo Giulia	late 2015	B
Alfa Romeo Giulia Estate	late 2015	В
Audi A3 three-cylinder	late 2015	В
Audi A4	late 2015	В
BMW 3 Series Plug-in	mid 2016	C
BMW i5 Honda FCEV	2016 mid 2015	F
Infiniti Q30	late 2015	H
Kia Optima facelift	late 2015	li
Jaguar XE Sportbrake	2016	Jä
MG5	2020	L
MINI Clubman	mid 2015	L
MINI Countryman	early 2016	L
Nissan Leaf Porsche Panamera	mid 2016 2016	٨
Porsche Panamera estate	2016	٨
Renault Mégane	mid 2016	٨
Skoda Superb Estate	September	٨
Subaru Levorg	late 2015	٨
Tesla Model III	2016	٨
Toyota Prius	late 2015	٨
Toyota Mirai Vauxhall Astra	late 2015 late 2015	F
VW Beetle Dune	late 2015	F
VW Golf CC	2016	F
VW Passat Alltrack	summer	P
SPORTS CARS		(
Alfa 4C Stradale	late 2015	C
Alfa 6C	2016	R
Aston Martin DB9	late 2016	R
Aston Martin V8 Vantage Audi A5	early 2016	R
Audi A9	spring 2016 2018	5
Audi R4	2016	5
Audi R8	autumn	5
Audi TT RS	2016	T
Audi TT Sportback	2016	/
Audi TT Sport Quattro	2016	٧
BMW M1 BMW M2	2016 late 2015	٧
Caterham sports car	2016	٧
Ford GT	2016	٧
Ford Focus RS	2016	В
Honda Civic Type R	late 2015	F
Honda CR-Z	2017	F
Honda NSX	late 2015	F
Honda NSX Type R Infiniti Q60	2017 2016	1
Jaguar XE SVR	early 2016	V
Kia GT4 Stinger	2016	
Lamborghini Asterion LP91	0-4 2017	0
Lexus GS F	late 2015	F
Lexus RC	late 2015	J
Lexus LF-LC	2016	J
Lotus Evora 400	summer	L
Maserati Alfieri Maserati GranTurismo	2016 late 2017	٨
McLaren 570S	late 2017	٨
McLaren 540 C	2016	٨
Mercedes C 450 AMG Sport	2016	R
MG TF replacement	2020	R
Nissan Pulsar Nismo Peugeot 308 R	late 2015 late 2015	V

VW Scirocco GTS	2016
SUVs	
Alfa Romeo SUV	early 2016
Aston Martin DBX	2019
Audi Q1	2016
Audi Q5	2016
Audi Q6	2016
Audi Q7 Audi O8	summer
Audi RS Q1	2017 late 2016
Bentley Bentayga	2016
BMW 1 Series Sport Cross	2017
BMW X1	October
BMW X2	2017
BMW X3	2016
BMW X7	2018
Citroen Grand Cactus	2017
Dacia Duster facelift	2016
Ford Edge	autumn
Honda HR-V	summer
Infiniti QX30	mid 2016
Jaguar F-Pace	2016
Lamborghini Urus	2018
Land Rover Defender	2018
Lexus RX	late 2015
Maserati Levante	2016
Mercedes AMG GT four-door	2017
Mercedes GLC Coupé Mercedes GLC	early 2016 mid 2015
Mercedes GLC	mid 2015
Mercedes GLE Coupé	mid 2015
Mercedes GLE	mid 2015 mid 2015
Mercedes GLS MG GS	
Peugeot Quartz	2016
	2016 2017
Porsche Cayenne Coupé Porsche Macan Turbo S	
Porsche Macan GTS	late 2015 late 2015
Porsche Panamera	2016
Qoros 2 SUV	2016
Qoros 3 City SUV	2016
Renault Kwid	2016
Renault Kadjar	August
Renault seven-seat SUV	2016
Rolls-Royce SUV	late 2016
SEATSUV	2016
Skoda Yeti+2	2016
Suzuki iM-4	2018
Tesla Model X	late 2015
Toyota C-HR	2017
Volkswagen Taigun	2015
Volkswagen Tiguan	2016
Volkswagen T-ROC	2016
Volvo XC40	2018
Volvo XC60	2017
PEOPLE MOVERS	
Ford C-MAX facelift	summer
Ford Grand C-MAX facelift	summer
Ford S-MAX	summer
Mercedes R-Class	2016
VW Touran	November
VW Transporter	late 2015
CABRIOLETS	
Audi R8 Spyder	2016
Fiat 124 Spider sur	mmer 2016
Jaguar F-Type SVR	late 2015
Jaguar XE Convertible	2016
Lamborghini Huracán Spyder	
Mazda MX-5	summer
Mercedes C-Class Cabriolet	late 2015
Mercedes S-Class Cabriolet	late 2015
MINI Convertible	2016
Range Rover Evoque Cabriole	
Rolls-Royce Dawn	2016
VW Beetle Dune cabriolet	late 2015
LITATION CADE	



Porsche Boxster Spyder Porsche Cayman GT4 Porsche 911 GT3 RS

Porsche 911 facelift Porsche 961

Renault Alpine Toyota FT-1 (Supra)

Porsche Paiun

VW Golf R400

TVR sports car

late 2015 mid 2015

mid 2015

late 2015 2017

2018

2016 2016

LUXURY CARS Audi A8 BMW 7 Series

Cadillac FLR

Infiniti Q80

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Jaguar XF Mercedes S-Class Pullman Rolls-Royce Phantom

late 2015

late 2015

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2015 2017

LIVING WITH A...
SEAT LEON SC CUPRA

After eight months on fleet, hot hatch is only let down by limited practicality. ST estate shows way.

# Country

Can BMW's new 2 Series Convertible prove a hit with Brit drop-top fans this summer, and beat its Audi rival?



**54** 17 June 2015 www.autoexpress.co.uk



Electric hatch is a mixed bag - we're enjoying running it, but infrastructure makes charging a real headache.





SUMMER is here, so what better time to put two small, four-seat cabriolets head-to-head? The latest mid-sized drop-top to hit the market is BMW's 2 Series Convertible, which blends the elegant styling of its two-door coupé brother with that all-important ability to lift the lid when the sun shines brightly.

However, there's a fly in the BMW's ointment the Audi A3 Cabriolet, which was crowned Best Convertible at our 2014 New Car Awards. The brands are competing in the same sector, and both offer punchy performance and affordable costs with the diesels we've lined up here. With its rear-wheel-drive chassis the 220d Convertible promises balanced handling and decent performance, but the hi-tech, front-wheel-drive A3 2.0 TDI Sport is no slouch.

Both have plenty of badge appeal and, thanks to their electrically operated fabric roofs, surprising refinement, too. There's only £105 between them (although the Audi has an S tronic dual-clutch box), so the decision will come down to personal choice. Yet at around £30,000 neither is cheap, and options quickly push up costs. But soft-tops have never been easier to live with, so we put them through their paces to determine the convertible king.



### BMW 220d Sport Convertible

Price: £30,560

Engine: 2.0-litre 4cyl turbodiesel, 187bhp

0-60mph: 8.0 seconds

Test economy: 44.0mpg/9.7mpl

CO2: 124g/km Annual road tax: £110



### Audi A3 Cabriolet 2.0 TDI Sport 150 S tronic

Price: £30,455

Engine: 2.0-litre 4cyl turbodiesel, 148bhp

0-60mph: 8.7 seconds

Test economy: 39.0mpg/8.6mpl

CO2: 124g/km Annual road tax: £110

www.autoexpress.co.uk 17 June 2015 **55** 

### **MODEL TESTED:** BMW 220d Sport Convertible **PRICE**: £30,560 **ENGINE**: 2.0-litre 4cyl, 187bhp

FOLLOWING BMW's latest naming strategy, the 2 Series Convertible replaces the old 1 Series soft-top. It's bigger, more elegant and has more tech, too. Here we test the popular £30,560 220d Sport.

### **Styling 4.1**/5

COMPARED with the gawky-looking 1 Series that's just been facelifted, the BMW 2 Series is a much more elegant machine – and this Convertible carries over the coupé's long, low lines. As a result, the BMW looks great with its roof up or down.

Some modern convertibles use folding hard-tops, but BMW has stuck with a fabric roof for the 2 Series Convertible, which owners can spec in different colours. In our test car's dark, silver-flecked material, it adds a sense of style alongside the gloss-black body accents and Mineral White metallic paintwork.

At the front, the long bonnet stretches forward with BMW's famous kidney grille taking pride of place in the heavily styled bumper. The 2 Series' striking headlights also help give the car an aggressive scowl. This car is 72mm longer and 26mm wider than the old 1 Series Convertible it replaces, and on the road it shows. The 2 Series' proportions look less dumpy and much sportier, with the raked windscreen and the high beltline running down the side of the car and round to the back giving it a stretched stance.

BMW's familiar L-shaped tail-lights make an appearance at the rear, but they eat into the boot aperture, reducing practicality. This 2.0-litre car gets dark chrome twin tailpipes as standard to add to the racier look, although the larger 18-inch wheels are a £695 add-on. Overall, it's a very attractive design that looks chic and graceful with a focused edge.

The 2 Series' cockpit will be familiar to most BMW owners, borrowing its dash design and layout from the coupé and 1 Series. That's no bad thing, as with its iDrive controller and upgraded 8.8-inch sat-nav screen the infotainment system is still one of the slickest around. Compared to the A3's minimalist, high-quality cabin, though, the BMW is showing its age.

Sport models get decent standard kit for the price, including BMW's Drive Performance Control, sports seats, a multifunction steering wheel, DAB radio, Bluetooth, parking sensors and sat-nav. However, if you're not careful how you select your options, costs can spiral. Our test car had £10,965-worth of extras, including BMW's Professional media pack, cruise control, leather trim, climate control and some extra styling features inside and out, taking the price to a fairly steep £40,930.

### **Driving 3.7**/5

BMWs have always been known as drivers' cars, with good weight distribution thanks to their front-engine, rear-wheel-drive layout. The lovely balance this set-up brings is still ingrained in the 2 Series Convertible, but it's not quite as composed as its coupé cousin.

Removing the roof for a cabriolet reduces the car's structural rigidity, and even though the 220d is 20 per cent stiffer than the model it replaces, driving along smooth roads its chassis wobbles and fidgets around, with noticeable vibrations fed back through the steering column. Big bumps knock the chassis offline, too, and you have to guide the wheel with a firm hand to keep the 2 Series on course on anything other than a perfect surface. This is even with the optional adjustable suspension dampers linked to BMW's Drive Performance Control system set to Comfort,

### **Testers' notes**

"Both the 2 Series and A3 get wind deflectors, but the BMW suffers more from buffeting. While the mesh screen behind the front seats helps, with the top down it's still not as smooth as in the Audi – even without its deflector. Put it up, and you lose the ability to carry rear passengers as it covers the rear seats. Refinement isn't quite as good as in the A3, while it feels more enclosed with the roof up and more exposed with it down."



although the ride has a nice soft edge and feels controlled. But again, only on super-smooth roads.

However, despite this dynamic downside there is still lots of grip on offer. The BMW's steering is light – even in the Sport setting – but it's not devoid of feel, so you can gauge what the front and rear wheels are doing. This most focused mode firms things up but you can easily live with the suspension, and with a gutsy 400Nm of torque from the 2.0-litre turbodiesel the 2 Series Convertible serves up nicely balanced handling, allowing you to adjust the car's cornering line with the accelerator and steering. However, the 1 Series underpinnings are obvious, and the soft-top 2 Series feels more like a modified hatchback to drive than an out-and-out sports car.

Rev the engine hard and a diesel grumble does filter through to the cabin, but in normal driving it's pleasant and refined. Performance is strong, and – as you'd expect – with 39bhp more than the A3 the 220d is faster, sprinting from 0-60mph in 8.0 seconds.

With 60Nm more torque on tap, its in-gear acceleration beats the Audi's, too, especially in the higher ratios – 50-70mph in sixth was dispatched 2.5 seconds quicker in the BMW.

### **Ownership 3.5**/5

BMW's sturdy image takes a bit of a pounding here, as the manufacturer managed only 14th place in our Driver Power 2015 satisfaction survey. It was ranked low down in the reliability table in 22nd position – but that's still one place ahead of Audi.

BMW customers weren't particularly impressed with their local garage in our most recent dealer survey, either; the brand finished 22nd out of 32. However, as the 2 Series Convertible uses engines and other parts from the 1 Series hatch, which has been around for a while now, it should be a dependable choice.

When it comes to safety, things are a little different. Euro NCAP hasn't crash tested this model, but its sister car – the 1 Series – was awarded a full five-star rating. The 2 Series also gets pop-up rollover hoops that emerge from behind the rear seats if the car should turn over, as well as an SOS emergency call function.

### **Running costs 3.9**/5

THE difference in running costs here is marginal, so the decision will come down to which car you like more. The 220d is £105 more expensive, at £30,560, and does without the A3's automatic box – and with poorer residuals of 48.8 per cent, it's predicted to lose £360 more over three years. However, BMW's £425 five-year servicing plan is better value than Audi's.



# **BMW 220d**



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### BMW 2 Series Convertible vs Audi A3 Cabriolet Road tests



# Convertible



CO<sub>2</sub>/tax 124g/km £110 or 22%



**Practicality** Boot (roof down/up) 280/335 litres



**Performance** 0-60/30-70mph 8.0/7.6 seconds



**Braking** 70-0/60-0/30-0mph 51.8/38.1/8.9m



Running costs 44.0mpg (on test)





### Interior

CABIN is based on 1 Series hatchback's, and features plenty of tech, but it doesn't come cheap. We found the driving position felt too high as well, even on seat's lowest setting



### **Practicality 3.1/5**

YOU have to pay extra for split-folding rear seats in the BMW, but it's worth the cash as, with the roof stowed, you lose 55 litres of the 335-litre load bay due to the tray (below left). With the roof up the luggage bay is marginally bigger than the Audi's 320-litre offering, but with it down, it reduces the space to an awkward, letterbox shape - and a narrower aperture makes loading harder. This is the price you pay for style, though.

Inside, things are better. The 2 Series is only a four-seater, and while rear legroom is limited, each passenger gets a cup-holder. Yet if you're travelling four up, you won't be able to use the wind deflector, which reduces buffeting in the cabin dramatically.

### Testers' notes

"2 Series is refined enough to use all year round, but rear-wheel drive can be an issue in snow. During downpours on test, traction control kept it all in check; for winter use, the front-wheel-drive Audi might be preferable."



### **MODEL TESTED:** Audi A3 Cabriolet 2.0 TDI Sport 150 S tronic **PRICE**: £30,455 **ENGINE**: 2.0-litre 4cyl, 148bhp

IF you want a classy mid-size convertible, Audi's A3 Cabriolet is the only real alternative to BMW's new offering. It's comfortable, great to drive and has plenty of kerb appeal. With a 2.0 TDI engine in this £30,455 Sport model we've tested, it's relatively efficient, too.

### **Styling 4.2**/5

THE previous-generation A3 Cabriolet retained the proportions of the three-door hatchback, and looked a bit dumpy and awkward. Yet the latest drop-top uses the underpinnings from the sleeker A3 Saloon, and the changes are a huge improvement. This car is much more elegant, and thanks to its long doors and flat rear deck, the proportions give it a more attractive look.

Audi's crisp approach to styling is carried over from the regular A3. At the front, narrow headlamps sit either side of the Cabriolet's striking single-piece grille. With sharp LED running lights and sculpted areas around the foglamps, this Sport-spec A3 looks even more aggressive than the BMW. It's the same story at the back; both cars have a strong shoulder line running around the sides and bootlid, but the A3's angular tail-lights and flicked-up boot spoiler give it a more focused stance than the BMW's rounded rear.

Our contenders look great with their roofs down, although the Audi takes the prize for style with it up. As with the old 1 Series Convertible, the 2 Series hasn't quite managed to shake that curvier silhouette with the hood in place, but the A3's profile is more rakish with the soft-top raised, helped by smart detailing from the matt silver screen surround. With the roof up, rear three-quarter visibility is still a big issue in both cars when pulling out of angled junctions.

Inside, our test Audi's black trim didn't feel quite as special as the vibrant red leather in the BMW, yet there's no denying how much roomier the A3's cabin seems. The sports seats don't quite fix you in place like those in the 2 Series, although the minimalist facia and cool details such as the turbine-style air vents give the interior a more modern feel. Both of our test cars were fitted with heated seats for those crisp winter days when you want the roof down, but for £350 you can also spec extra neck-warming vents on the Audi to take the chill off that bit more.

When it comes to spec it's a case of give and take, as you'll have to pay £345 for parking sensors on the A3, but even with a dual-clutch box it isn't much more than the BMW. Unlike in the 2 Series, climate control is standard, while sat-nav, metallic paint and cruise control are all more affordable extras, too. As a result, our car came in at over £2,000 cheaper than the BMW, at £38,685 as tested, and had similar kit.

### **Driving 4.0**/5

ON the road the Audi immediately feels more rigid than the BMW, and so more comfortable and composed. Yet again the VW Group's clever MQB platform on which the A3 Cabriolet is based shows its versatility. The stiffer body means the suspension has a more solid platform to work from, so the A3 deals with badly surfaced roads better.

Sport models get the Drive Select system as standard, but not the magnetic ride adjustable suspension dampers. There's no great need for these as the ride is well controlled, but putting the Audi into Dynamic mode sharpened up the steering and throttle response, making it feel that bit more

### **Testers' notes**

"Our car had a clever function that memorised our climate control settings for when we had the roof up and down. It means that with the quick electronic operation on the move, you don't have to worry about adjusting the temperature to the conditions – the car will do it for you. Yet another nice touch that not only makes the A3 Cabrio a vast improvement over its predecessor, but also puts it at the top of the class."



alert. Despite being down on power, the Cabriolet's o-60mph time was impressive, helped by its smooth and quick-changing dual-clutch gearbox – plus, the engine is much more refined than the BMW's gruffersounding unit. It was only 0.7 seconds slower than the 220d, taking 8.7 seconds for the benchmark test, and while it couldn't match its rival accelerating from 30-70mph through the ratios, its in-gear times for third and fourth were competitive.

Driving a convertible isn't all about straightline performance, though, and when it comes to handling the A3 has the BMW beaten. The dynamic disadvantages a cabriolet can bring mean sometimes soft-tops aren't that composed to drive, but not only does the Audi feel sharper, grippier and more poised than the BMW, it's almost a match for the regular A3 hatchback.

### Ownership 3.5/5

PREDICTABLY, the two drop-tops come close in terms of ownership experience. Audi finished one place behind BMW in our Driver Power 2015 rankings, while its dealer network came a lowly 26th in our most recent poll – surprising for a premium brand.

As with the 2 Series Convertible, the A3 Cabriolet uses proven parts from elsewhere in the Audi range, and the hatch on which it's based was voted the 27th best car to own of 200 in our reader survey. Owners praised its in-car tech, build quality and handling, and the Cabriolet version should be just as good.

Also like the BMW the Audi hasn't gone through Euro NCAP's crash assessment, but the regular A3 was awarded five stars. The Cabriolet has a similar pop-up roll protection feature, and in keeping with the BMW there are a number of driver aids such as lane keep assist and adaptive cruise control.

### **Running costs 3.7**/5

THE Audi returned 39mpg on test and emits the same amount of  $CO_2$  as the faster and more fuel-efficient BMW, at 124g/km. This gives both cars the same Benefit in Kind rate of 22 per cent, so there's little for business users to choose between them. Company drivers taxed at the higher rate will have to pay £2,814 to run the Audi for a year, while the BMW will cost just £10 more.

It's a similar story when it comes to insurance, as BMW will  $\cos t$  £371 for our sample driver, while the Audi is marginally more expensive to cover at £377, despite being rated two groups lower. Road tax is the same at £110, and if you don't want the auto, the manual A3 works out £1,480 cheaper to buy.





### **Practicality 3.2**/5

OWNING a convertible has its practicality issues, but the A3 is the better option when it comes to space and flexibility. The boot is slightly smaller than the BMW's, yet the wider opening makes loading easier, and standard folding seats mean you can use the rear bench to carry long items, with up to 678 litres on offer.

Both cars' electrically operated roofs are versatile (see Headto-head, opposite), but the Audi is the better long-distance car. It's more refined, and there's extra rear legroom over the BMW – although adults will still find it cramped. As with the 2 Series Convertible, there are rear cup-holders.

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### BMW 2 Series Convertible vs Audi A3 Cabriolet Road tests





### CO<sub>2</sub>/tax

124g/km F110 or 22%



### **Practicality**

Boot (roof down/up) 275/320 litres



### Performance

0-60/30-70mph 8.7/8.4 seconds



### **Braking**

70-0/60-0/30-0mph 49.9/36.7/9.3m



### Running costs

39.0mpg (on test) £60 fill-up

# **Audi A3 Cabriolet**



### Design

WITH its sharp lines and elegant styling, Audi looks better with the roof up or down. Although its boot is smaller, it's more practical to load, while the cabin feels more spacious than the BMW's, too





### **Electric roof**

IT'S all about the soft-tops with these cars. Both feature power-folding hoods that can be operated at speeds of up to 30mph – but the A3's operates marginally more quickly, taking 18 seconds to the 2 Series' 20 seconds.

If you don't want the top down, you can lower all the windows to leave a big void.



### Refinement

A FABRIC roof can be a big source of extra road and wind noise compared to a hard-top, not to mention a large area that lets heat out. To boost refinement and comfort, BMW and Audi use clever three-layer acoustic hoods that trap more heat and filter out noise. Both are quiet on the move.



### **Details**

SMALLER details might be secondary concerns when buying a soft-top, but neat features such as climate control memory and neck heaters can make the difference. As a result, the Audi comes out on top for attention to detail and usability.

### Testers' notes

"As with the 2 Series, the A3 Cabrio's variable servicing means maintenance depends on how you drive your car and how far per year. Also, you won't necessarily have to pay the individual servicing prices every 12 months."



Sean Carson Senior road tester



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### BMW 2 Series Convertible vs Audi A3 Cabriolet Road tests

# **Figures**

### Audi A3 Cabriolet



### **BMW 220d**



i igai co	2.0 TDI Sport 150 S tronic		Sport Convertible	
On-the-road price/total as tested	£30,455/£38,685	RESIDUALS	£30,560/£40,930	
Residual value (after 3yrs/30,000)	£15,246/50.1%	YOU expect strong	£14,901/48.8%	
Depreciation	£15,209	resale values from	£15,569	
Annual tax liability std/higher rate	£1,338/£2,675	these upmarket brands, but the	£1,342/£2,684	
Annual fuel cost (12k/20k miles)	£1,688/£2,814	older A3 will hold	£1,496/£2,494	
Ins. group/quote/road tax band/cost	25/£377/D/£110	its price better	27/£371/D/£110	
Cost of 1st/2nd/3rd service	£285/£428/£285	over three years.	£425 (5yrs)	
Length/wheelbase	4,421/2,595mm	I pureriesse	4,454/2,690mm	
Height/width	1,409/1,793mm	DIMENSIONS  COMPARED to the	1,403/1,774mm	PRACTICALITY
Engine	4cyl in-line/1,968cc	previous models,	4cyl in-line/1,995cc	BOOT space is
Peak power	148/3,500 bhp/rpm	both cars are	187/4,000 bhp/rpm	better in the BMW,
Peak torque	340/1,750 Nm/rpm	longer and wider.	400/1,750 Nm/rpm	but it suffers from
Transmission	6-spd auto/fwd	This makes them more practical and	6-spd man/rwd	a smaller opening and an awkward
Fuel tank capacity/spare wheel	50 litres/space saver	better looking, but	52 litres/run-flat	shape when the
Boot capacity (hood up/down)	275/320 litres	the Audi blends	280/335 litres	roof is stowed.
Kerbweight/payload/towing weight	1,480/500/1,800kg	this best here.	1,610/470/1,500kg	
Turning circle/drag coefficient	10.9 metres/N/A		10.9 metres/0.31Cd	
Basic warranty (miles)/recovery	3yrs (60,000)/3yrs		3yrs (unltd)/3yrs	DRIVER POWER
Service intervals/UK dealers	Variable/121		Variable/153	BOTH premium margues finished
Driver Power manufacturer/dealer pos.	13th/26th^		14th/22nd^	mid-table in our
Euro NCAP: Adult/child/ped./stars	N/A		N/A	2015 customer
		PERFORMANCE		satisfaction survey,
0-60/30-70mph	8.7/8.4 secs	EVEN though the	8.0/7.6 secs	while owners were unimpressed with
30-50mph in 3rd/4th	3.5/5.4 secs	A3 has less power, with its S tronic	3.3/5.0 secs	the service they
50-70mph in 5th/6th	7.7/10.8 secs	transmission you	6.5/8.3 secs	received in our most
Top speed/rpm at 70mph	139mph/1,950rpm	don't really notice	140mph/2,050rpm	recent dealer poll.
Braking 70-0/60-0/30-0mph	49.9/36.7/9.3m	the difference all that much	51.8/38.1/8.9m	
Noise levels outside/idle/30/70mph	74/54/66/74dB	on the move.	74/55/65/71dB	
Auto Express econ (mpg/mpl)/range	39.0/8.6/429 miles	of the move.	44.0/9.7/503 miles	<b>CO₂</b> EMISSIONS are
Govt urban/extra-urban/combined	51.4/65.7/60.1mpg		51.4/74.3/64.2mpg	identical, but the
Govt urban/extra-urban/combined	11.3/14.5/13.2mpl	STANDARD KIT	11.3/16.3/14.1mpl	manual BMW is
Actual/claimed CO <sub>2</sub> /tax bracket	194/124g/km/22%	THE Audi has one more airbag as	172/ <b>124g/km/22</b> % —	slightly cheaper as standard, so will
Airbags/Isofix/rear park sens./camera	Five/yes/£345/£275	standard, and	Four/yes/yes/£330	cost company car
Automatic box/stability/cruise control	Yes/yes/ <b>£225</b>	features climate	£1,550/yes/ <b>£690</b> *	users less to run over 12 months.
Climate control/leather/heated seats	Yes/£1,115/£295	control. Specs	£590/£1,150/£295	OVEL 12 ITIOTICIS.
Metallic paint/xenon lights/keyless go	£550/£1,100/£425	are roughly on the same level.	£550/£590/£350	
Sat-nav/USB/DAB radio/Bluetooth	£495/yes/yes/yes	yet options add up.	Yes/yes/yes	

### Results

THE A3's broad appeal means it heats the RMW

It's better to drive, more comfortable and spacious, cheaper and, with superb residuals, will depreciate less. It might cost slightly more to run than the 2 Series, but with less power its performance is still impressive - and the chassis is better. You needn't make many concessions for running a convertible when it's this good.



### **BMW**

IT has more firepower and a bigger boot, but the 2 Series Convertible isn't as well rounded as the A3 Cabriolet. It's a vast improvement on its predecessor, with more flowing proportions and enough tech to match the Audi. However, the body control isn't as good, so it feels less planted. Add in its more cramped, less slick interior, and the Audi stays on top.



### Deals & discounts

Facts, figures and advice powered by carbuyer.co.uk



BMW is predicting the 220d will be the best seller in the Convertible range – but it's not currently offering any deals on the car. So if you're after a discount, you'll have to look elsewhere. We found a leasing deal on the 220d M Sport model through buvacar.co.uk for £339 per month, but finance offers and cash savings are hard to find.

As the A3 Cabriolet has been around since 2012, there are bigger savings to be had - Audi's currently promoting its entry-level A3 Cabriolet SE with the 148bhp 2.0 TDI tested here for £349 per month on a Personal Contract Plan. That's based on a three-year contract with a customer deposit of £4,190 and interest charged at 6.6 per cent APR. Audi will even throw in a £1,250 deposit contribution.

If you want to buy the car at the end of the deal you'll have to find £14,772 - but you can also either hand the keys back or part-exchange the car as part of a new deal. Buyacar.co.uk is offering the A3 in the same spec as ours for £26,647 - that's a 13 per cent saving – or for £365 per month based on a 48-month contract at 7.9 per cent APR, with a £2,660 deposit.



Tell us about your car www.autoexpress.co.uk/driverpov

^Manufacturer rankings from Driver Power 2015: dealers from 2014, \*Part of options pack, In red = equipment fitted to our test car, Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data

Other options for similar money...

**NEW:** VW Golf Cabriolet GT 2.0 TDI DSG PRICE: £29,325 ENGINE: 2.0-litre 4cyl, 148bhp

AS it's based on the Mk6 car, rather than the latest Mk7, the Golf Cabriolet isn't as stylish as these convertibles, but it's a practical smart alternative. In high-

spec GT trim you get plenty of kit, plus it shares its 2.0 TDI with the Audi.

**USED**: BMW 420d M Sport Convertible PRICE: £30,000 ENGINE: 2.0-litre 4cyl, 181bhp

LIKE the look of the 2 Series, but need more practicality? This budget will get you into a nearly new 4 Series Convertible. The 420d delivers similar power.

although with a bigger boot

and cabin, plus lots of style,

it'll be easier to live with.

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# SEAT Leon SC Cupra 280

FINAL REPORT Racy three-door makes way for more practical stablemate – but we'll miss it



**Dean Gibson** 

Dean\_Gibson@dennis.co.uk

OUR SEAT Leon Cupra has proved to be a fantastic performance car during its time with us. Its combination of power, handling and everyday usability fits the hot hatch brief perfectly. But one niggle has always bugged me; while our threedoor SC looks the business, access to the back seats has been a bit of an issue.

It makes putting my son's child seat in the back that little bit trickier, because while the doors open wide, folding and sliding the front chairs forwards for access leaves only just enough room to get his seat in there.

Thankfully, this has been the only issue I've had with the car during its eight months with us, and I'm happy to say that SEAT has the solution in the shape of the new Leon ST Cupra estate. And when we lined up the two cars side-by-side, it was clear that the SC and ST share the same performance philosophy.

The latter has the practical touches to be the perfect car for the Gibson household, with its extra doors and healthy 587-litre boot capacity. As I said, though, in every other respect the three-door Cupra has

been an absolute joy to run for the past eight months. Part of that is down to the standard-fit Dynamic Chassis Control system. Simply press a button on the dashboard and the car's character transforms to suit your mood. There are Comfort, Sport and Cupra modes, with Cupra turning everything up to 11 for the most focused driving experience.

Using Cupra mode not only stiffens the standard adaptive dampers, but it also enhances the response of the throttle and electronically controlled diff, weights up the steering and gives a throatier engine sound. In addition, the software for the DSG transmission is reprofiled to hold on to gears for longer, but if you're making the most of the Leon's performance, it's far more satisfying to take manual control with the steering wheel shift paddles.

I had the opportunity to take our Leon Cupra on-track earlier in the year when we tested it against the Toyota GT86 and Subaru WRX STi (Issue 1,356), and it was a delight to drive. Unlike with lower-spec models in the Leon range, you can turn the electronic stability control off - and taking full manual

control of the car reveals how capable it really is, with masses of grip, an agile chassis and huge acceleration in a straight line.

But what really impresses is how the Cupra's racy instincts are reeled in when you switch to Comfort mode. Sure, the stiff chassis means the car tends to follow the rise and fall of speed bumps and other road imperfections, but the dampers are softened off enough to make it comfortable, while the engine's broad spread of torque means it's relaxing to drive at all speeds.

The Cupra has also returned pretty reasonable fuel economy. While track sessions will easily see the average dip into the high teens, gentle everyday use has resulted in a consistent 32mpg from the car, thanks to the standard stop/start and a gearbox that's eager to get into the highest ratio possible in everyday driving.

Unfortunately, our time with the Leon SC Cupra has now come to an end. I'm going to sorely miss its performance and all-round ability, so I'm just focusing on the lack of practicality in order to soften the blow. Just imagine if it was an ST estate that was leaving my life...



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Pete Gibson





£145 or 24%



Practicality
Boot (seats up/down)
380/1.210 litres



Running costs
31.9mpg (on test)
£58 fill-up



### Second opinion

"Despite being tuned for the rigours of Germany's fearsome Nürburgring race circuit, the SEAT is surprisingly easy-going. Its interior is classy and eye-catchingly styled, refinement is strong and the adaptive dampers take the edge off the firm ride. Unlike the hardcore Honda Civic Type R and racy Renaultsport Mégane Trophy-R, the Leon is a hyper hot hatch you can happily live with on a daily basis. The option of an ST estate only broadens its appeal."



James Disdale Road test editor



### Interior

Using steering wheel paddles gives more satisfying manual control of DSG transmission



### **Essentials**

### SEAT Leon SC Cupra 280 DSG

On fleet since: November 2014
Price new: £29,265
Engine: 2.0-litre 4cyl, 276bhp

CO<sub>2</sub>/tax: 149g/km/£145
Options: Leather Pack (£850),
Safety Pack Plus (£400),

electric sunroof (£775), adaptive cruise control (£515), space-saver

spare wheel (£100)
Insurance\*: Group: 33 Quote: £340

Mileage/mpg: 8,342/31.9mpg
Any problems? None so far

\*Insurance quote from AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three penalty points.





**WE LIKE** Standard Dynamic Chassis Control system lets you transform the SEAT's character to suit your mood; choose from Comfort, Sport and Cupra modes



WE DON'T LIKE SC's lack of back doors means limited rear access; folding and sliding front chairs forwards leaves only just enough room to get child seat in

### 4**0)0**

### **Verdict**

FAST, fun Leon strikes a masterful balance between red-hot driving thrills and everyday usability. It also looks great, and has a slickly styled, upmarket cabin. While the SC isn't the last word in practicality, there are five-door and ST estate versions to choose from, too.





### Our cars



**Dawn Grant** 

OVER the past six months I've really OVER the past six mondies become attached to our Kia Soul EV, but I have to say it's still a mixed bag running a fully electric car. The up and down ownership experience has more to do with the frailties of the charging network than the Kia itself, however.

In fact, the only issue I've encountered with the Soul was the mysterious appearance of the EV warning light I mentioned in the last report (Issue 1,360). Eventually my local dealer, Beadles in Coulsdon, Surrey, received the diagnostic results back from Kia which revealed it was a fault with the car's climate control system.

It took a couple of weeks to locate the faulty part and get a replacement, but as the garage provided an identical courtesy car and kept me updated with developments, I had no cause for concern. Staff at Beadles even thanked me for the opportunity to learn more about the technology packed into the silent-running Soul.

Since its return, LG64 MGU has been a great companion for urban living. It's comfortable, easy to drive and manoeuvre and it's packed with kit. I've become accustomed to driving it in the B gear, which maximises the regenerative braking, but still provides smooth progress as it doesn't apply the brakes as aggressively as other electric models. The parking sensors and rear camera make squeezing into narrow spaces simple, too - this is really handy as charging bays are often tight.

More importantly, the electric range has been steadily rising with every plug-in. The last time it was fully charged it was back up to 96 miles, which I'm putting down to a combination of longer days and warmer weather that demand less of the headlamps and heater. Yet while



LG64 MGU



**Electric drive** Power/claimed range



THIRD REPORT Electric city car is proving to be a mixed bag



charging network is better than it was 18 months ago when I ran our Volvo V60 Plug-In Hybrid, there are still plenty of problems.

Without the security of charging at home overnight I've relied on reviving the battery during the day, but in recent weeks the plug-in points in the office car park have been occupied by other electric vehicles.

There is an on-street charge point nearby, which is available in three-hour slots, but it's

often busy. On one occasion I was down to 10 miles of range, so I used the car's sat-nav system to direct me to the nearest charging point. It turned out the first one no longer existed, and as I approached the second, the car informed me I was entering a restricted area - sure enough, it wasn't accessible unless you worked for University College London. Luckily I had enough power to make it to a Sainsbury's supermarket in



**PRACTICALITY** Boot is a decent size for an electric car, with 281 litres, and there's a hidden compartment to store charging wires

"The electric range has been rising with every plug-in - which I'm putting down to the warmer weather"



### Second opinion

"It doesn't offer the scorching pace or cutting-edge looks of the BMW i3, but the distinctive Soul still has lots of appeal. Its cabin is spacious, well built and is loaded with standard kit. Plus, the car's easy-going nature makes it a doddle to drive.'



Dean Gibson Deputy road test editor

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### Living with a Kia Soul EV Our cars

# 08:30 Low EV Battery Warning Please visit nearest charging station 21mi Near by Stations INTERIOR Two-tone grey interior is smart, while the large infotainment system is easy to use. But the battery warning infrastructure lets the side down

### Wandsworth – approximately a 40-minute drive away - where there are a total of 10 charging points. Many were out of action, but I managed to find one functional unit. However, on two more recent visits, all the stands have been out of order.

This half-hearted charging infrastructure is infuriating, as the Soul EV is a good car. And it proves that radical change is needed if electric vehicles are to thrive in the UK.

### **Essentials**

### Kia Soul EV

On fleet since: November 2014 Price new: £24,995 (including £5.000 Government Plug-in car grant) Engine: 81.4kW electric motor, 109bhp CO2/tax: 0g/km/f0 Options: None Insurance\*: Group: 18 Quote: £445 Mileage/mpg: 2,914/N/A Any problems? Climate control fault Insurance quote from AA (0800 107 0680)

for a 42-year-old living in Banbury, Oxon, with three penalty points.





**WE LIKE** Driving in B mode aids regenerative breaking; handy satnav directs you to nearest charge point, but it needs updating as it's sent us to stations no longer in use



WE DON'T Bright paint looks fantastic, but it shows up every scratch - and Kia's picked up a few due to tight spaces around charge bays and clumsy fellow motorists



### Verdict

SMOOTH, refined and well equipped Soul EV is perfect urban assault vehicle. Effortless electric motor takes the strain out of stop-start traffic, while soft ride smooths out bumps and potholes. If only using the UK's charging network was as stress-free as driving the Kia.



### **Fleetwatch**



Service at our local dealer was impressive when staff carried out GTI's 18,000-mile check – but it wasn't cheap

### Volkswagen Golf GTI

WE'VE treated our Golf GTI to a little mechanical TLC. As the odometer neared 18,000 miles, a message flashed up on the dash recommending the car's first engine oil change, so road test editor James Disdale booked it into Citygate in Little Chalfont, Bucks.

The dealer had failed to diagnose a broken flywheel on the car last

year, but this time our experience was exemplary. James got a courtesy call the day before to remind him of the booking, then was contacted again while the car was in to confirm what work had been done.

The final bill of £240.11 looked pricey when all it covered was fresh oil and filters for the engine and air-con systems, but the car was washed and, according to the service book, it won't need any further scheduled maintenance for 20,000 miles or two years, whichever comes first. With the service completed, the car was pressed into service for a 600-mile trip down to Newquay, Cornwall. Once again, the performance, practicality and comfort made the VW the perfect choice.



### **Audi TT**

OUR stylish Audi coupé has been proving it's more than just a pretty face. When art director Darren Wilson took the TT to the supermarket to do a weekly shop for his family of four, he was concerned the sleek two-door might struggle to swallow all his groceries. He needn't have worried. Thanks to the hatch tailgate and well shaped 305-litre boot, his supplies slotted in with room to spare.

And once his food and drink were safely stowed, Darren was able to revel in the TT's strong performance, sharp handling and nearunbreakable quattro all-wheel-drive traction.

However, it was the classy cabin that caught Darren's eye for design. Particularly impressive is the slick detailing and brilliantly executed Virtual Cockpit, which replaces the traditional analogue dials with a hi-tech, fully customisable TFT screen.

It wasn't just Darren who was taken with the TT, either. During a recent street party, he was the centre of attention as neighbours clamoured to look at the glamorous machine.

# Now tell us about yours

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### Our experts push 11 top-selling tyres to the limit to help you pick the best for your car

TYRES are big business. For the average family car, you'll spend at least £70 to replace one tyre, and even with deals a whole set is £250-plus. So we're here to make sure you spend your money on the right tyres.

This year, we've returned to the popular 225/45 R17 size found on many family cars. We last tested these in 2013, when many had just been launched to secure top ratings in the three categories of tyre labels – wet grip,

fuel economy and pass-by noise. But they've had two years of development, and we headed to Continental's Uvalde proving ground in an unseasonably wet and cool Texas to see how this generation of tyres stacks up now.

While labelling has made picking a tyre easier, its three categories only show part of the picture - so we assess nine criteria before giving our verdict. We also include cabin noise; this is a more relevant test for drivers than pass-by noise, which tyre labels cover

for environmental reasons. Plus, our results give a precise rating rather than the labels' wide bands.

All tests were done by Auto Express drivers apart from aquaplaning, which requires specialist skills. Rolling resistance - key to fuel economy - was rated at Continental's R&D centre in Hanover, Germany.

To ensure we test what you can buy, we asked makers to nominate their most suitable tyre, which we bought on the wholesale market. So which are our top picks?



### What we tested

OUR 225/45R17 tyres had a speed rating of W (up to 168mph) or Y (186mph) and a weight index of 91 or 94. Tyre label ratings are measured from A (best) to G (worst) on rolling resistance (RR) and wet grip (WG), with passby noise (N) in decibels – the lower figure the better.

### Hankook Ventus evo 2 94 Y Ratings RR: E WG: A N: 71















Dunlop

Sport BluResponse 94 W

Ratings RR: B WG: A N: 69



PERFORMANCE | ECONOMY | SAFETY UK's top tyres rated



# **HOW WE PICK A TOP TYRE**

### We talk you through the science behind our test programme

EACH of our 11 tyres is rated in nine key performance criteria (below), plus on price. We convert their results into percentages, with the top performer getting 100 per cent and the rest scored relative to that.

We add these percentages together to find a winner, but the results of some tests, like dry handling, are close, while in others (eg rolling resistance), there can be big gaps between the best and worst performers. So we weight the scores to reflect these differences overall. The exception is price, which plays a minor role as choosing a tyre should be primarily about safety.



### The 10 key areas where we rate our tyres...

### **Wet handling**

WE might not have been to Continental's Uvalde proving ground in Texas for a few years, but we have had plenty of practice on the site's wet handling track as it's an exact replica of the one at the Contidrom in Hanover, Germany – right down to the surface materials. To provide the result in this test, we took an average of several lap times on the flooded circuit.

### **Wet cornering**

WEDGE yourself against the seat and accelerate until the line around the inner edge of the 55-metre circle, flooded to 1mm, can no longer be held. Repeat 10 times. The wet cornering test is tough on the stomach, but it provides a measure of pure wet grip without aquaplaning or traction playing a role. An average of lap times forms the result.

### **Wet braking**

FOR the first time we used the Uvalde rail system, which ensures the car always runs over the same strip of tarmac for the wet

braking test. It's unnerving at first because no steering is required – or even allowed – but it enables you to concentrate on entry speed and braking point. Tyres are ranked based on an average of stops from 50mph.

### **Dry braking**

NO rail system here, but there's plenty of time to let brakes cool as the test strip is on the three-mile oval. We entered the section in our test VW Golf at around 65mph, then hit the middle pedal. GPS measures the distance needed to stop from 62mph (100kph), and we used an average of runs to rate the tyres.

### **Dry handling**

THE finishing touches were still being put to an impressive new circuit with several elevation changes when we arrived at Uvalde, so we used the twisty 1,362-metre track that winds through the Texas scrub. It combines rapid direction changes with long sweeps, and we timed how long it took to complete the constantly turning section, taking an average from three attempts.

### Straight aquaplaning

PROVING ground staff completed our two aquaplaning tests, and the rail was pressed into service again for the straight-line assessment, which involves accelerating hard with one wheel in the flooded section. Electronics measure the difference between the two driven wheels. When the level of slip reaches 15 per cent, the speed is recorded and an average used.

### **Curved aquaplaning**

YOU need to really be on form for this test as the car is accelerated through a curved section flooded to 5mm at increasing speeds until all grip is lost. You then need to bring it back under control. The lateral g-force is measured at the different speeds to separate the contenders.

### **Rolling resistance**

TWO tyres from each of our 11 sets were tested in Germany to see how much fuel they'll use. It was done to industry standards at several speeds and measures how much energy is required to roll a loaded tyre. A rough rule of thumb is that you'll see a one per cent difference in fuel economy for a five per cent change in rolling resistance.

### **Cabin noise**

WHILE the noise test that dictates tyre labels is designed to make life better for those living near busy roads, the Auto Express test focuses on what a driver hears. On the three-mile oval, we measured noise levels in the cabin while coasting from 50mph over three quite different road surfaces. An average of all three runs provided the final rating.

### Price

HUNTING around for the best price used to involve a time-consuming series of phone calls, but Internet tyre retailers have put an end to all that. Our figures are from Black Circles – Best Site in our Issue 1,334 test of tyre retailers – and are what it charges, or what it would charge if a model isn't part of its range, for a fitted tyre including new valve and disposal.

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# **11 Toyo** Proxes T1 Sport

SINCE returning to our tyre tests in 2014, Toyo's ageing Proxes T1 Sport has found it tough, and this year was no exception with the tyre propping up the bottom of the table in most of our tests.

It was furthest from the pace in the wet, needing around seven metres longer to stop our car than the winner. On the wet cornering circle, it was closer to the best, but the lack of wet grip could be felt on the handling circuit where the front pushed wide easily. It also triggered the traction control earlier than most and required more lock, so it trailed by four seconds. The Proxes never felt wayward as grip was lost safely at the front, but the lack of bite was clear.

In the dry, this tyre was closer to the top performers, although it still found itself at



the bottom of the table here. On the handling strip it hung on well, but lacked sharpness and needed plenty of steering lock.

**Verdict:** It's time Toyo replaced this tyre, or at least carried out a significant revamp

Toyo tyre was closer to the best on dry handling track, but still brought up rear



### **Test results**

Price		£82.97
Dry handling	97.5%	<b>11</b> th
Dry braking	90.4%	<b>10th</b>
Wet handling	92.4%	<b>10th</b>
Wet braking	80.6%	<b>10th</b>
Wet cornering	95.4%	9th
Straight aqua	90.3%	<b>10</b> th
Curved aqua	77.3%	8th
Rolling resistance	76.5%	6th
Cabin noise	96.8%	9th
Overall	9	93.6%

# 10 GT Radial Champiro HPY

GT Radial debuted in our test of 17-inch tyres two years ago, and demonstrated the progress made by Chinese brands in the tyre labelling era. Sadly, it seems there's been little change since, with the Champiro HPY finishing pretty much where it did back in 2013.

It felt best on the dry handling strip thanks to a sharp turn-in and rapid direction change. The tyre was under a second off the best, although it struggled to repeat that performance on the braking strip, where it needed three metres more to stop than our winner.

That good front end grip worked against the Champiro on the wet circuit, where it all too easily overcame the rear. It was all progressive and no problem to catch, but not what you want on a wet roundabout. The tyre was a long way off the best in the deeper water of the aquaplaning



tests, although the trade-off for this lack of wet grip was good fuel economy. The GT Radial was towards the front of the pack behind our top two.

Verdict: Needs to continue progress towards standards set by European producers





### **Test results**

Price		£81.33
Dry handling	98.4%	6th
Dry braking	92.7%	<b>7</b> th
Wet handling	94.1%	9th
Wet braking	87.0%	8th
Wet cornering	96.3%	8th
Straight aqua	88.5%	<b>11</b> th
Curved aqua	68.2%	<b>10th</b>
Rolling resistance	78.8%	4th
Cabin noise	96.1%	<b>10th</b>
Overall	94.1%	

# 9 Bridgestone Turanza T001

BRIDGESTONE is one of the world's biggest tyre makers, but yet again it has struggled in our test and trails its premium rivals. Bosses at the company will be disappointed that it continues to lag behind its competitors.

What is clear is where it's lacking. The touring-biased Turanza finished last in all three shallow water tests, and was a worrying seven metres off the best tyre in the wet braking assessment. It fared better in the deeper water aquaplaning assessments, and that lack of grip could be clearly felt on the handling track. As you might expect, the Turanza didn't have the sharpness of more sports-orientated designs, but it also lacked bite, washing wide easily and ending up five seconds off the pace. More positively, it finished third for fuel economy. But



Bridgestone has yet to master the art of combining wet grip and rolling resistance that European rivals have succeeded in doing.

**Verdict:** Another disappointing performance in our test from the big-selling tyre giant

Turanza T001 showed touring credentials with good result in cabin noise test



### **Test results**

Price		£82.44
Dry handling	98.2%	7th
Dry braking	91.0%	9th
Wet handling	91.7%	<b>11</b> th
Wet braking	80.5%	<b>11</b> th
Wet cornering	94.3%	<b>11</b> th
Straight aqua	91.3%	9th
Curved aqua	82.6%	5th
Rolling resistance	81.0%	3rd
Cabin noise	98.0%	6th
Overall	94.3%	

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# **8 Falken** FK453 Azenis

A TEST debut for Falken, and it'll be pleased to have topped fellow Japanese brands Toyo and Bridgestone and got close to Yokohama. As with the other low-ranking Far Eastern tyres, wet grip is a key problem; it felt almost as though it was floating.

The Golf's stability programme was readily triggered as the rear moved before the front washed out. The Falken tyre bettered the Bridgestone here, although it lacked sharpness. It also struggled on the wet circle and braking strip, needing six metres more to stop than the winner.

It did better on the aquaplaning curve – the wide, deep longitudinal grooves of the Azenis FK453 worked well. It dropped several places in the straight test, but was a similar distance behind our aquaplaning star from Michelin.

Falken continued to find the competition tough for dry braking, needing four metres more to stop than the Continental. It got closest to the top European brands during dry handling, showing a good balance and hanging on well through turns.

Others felt sharper, but it was only



Falken tyre demonstrated good balance on the dry handling track, but couldn't replicate this on wet surfaces; and it's thirsty as well

half-a-second off the best over a lap of the handling track. It was the cheapest to buy yet proved one of the most expensive to run – according to our rolling resistance assessment, it will use around six per cent more fuel than the efficient Dunlop.

Verdict: Encouraging debut for the brand in our test, but fuel economy is worrying



### **Test results**

Price		£82.97
Dry handling	99.0%	4th
Dry braking	88.8%	<b>11</b> th
Wet handling	94.5%	8th
Wet braking	84.2%	9th
Wet cornering	94.9%	<b>10</b> th
Straight aqua	91.5%	8th
Curved aqua	91.4%	3rd
Rolling resistance	66.2%	<b>10</b> th
Cabin noise	97.9%	9th
Overall	9!	5.0%

# **Yokohama** Advan Sport V105

THE flagship road tyre from competition specialist Yokohama was brand new in 2013, so we were surprised to see it had a worrying thirst for fuel. Two years on and the Japanese producer has apparently done little to improve the V105's economy. It'd use around seven per cent more fuel than the most efficient tyre on test, from Dunlop, and close to three per cent more than the best of the chasing pack. Not what we'd expect from a labelling-era tyre.

But it's not all bad news, as the engineers have managed to pull off the difficult trick of combining wet and dry grip – two tests that tend to require conflicting properties in a tyre. In the dry the Falken just pipped it on lap time, but the Yokohama showed its racing heritage by feeling as good as our overall winner – direction changes were lively and it followed the steering accurately.

It carried that same sharp feel on to the wet track, where it lapped less than a second slower than the winner. The front end exhibited plenty of grip and the Golf went exactly where you pointed it. The V105 needed only two metres more to stop in the wet braking test than the best. However, the aquaplaning produced a mixed bag of



Advan Sport proved very effective in our dry braking assessment, although once again, its rolling resistance really let the side down

results, with a close fourth in a straight line but a distant ninth in the curve, where the distorted water-pumping grooves failed to cope with the deeper water.

Cabin noise was close to the best in our test, making the Yokohama V105 a good choice away from the fuel pumps.

Verdict: A good all-rounder, although the Yokohama is still expensive to run



### **Test results**

Price	£	87.06
Dry handling	98.7%	5th
Dry braking	94.6%	4th
Wet handling	98.6%	4th
Wet braking	93.5%	5th
Wet cornering	98.1%	4th
Straight aqua	93.8%	4th
Curved aqua	68.4%	9th
Rolling resistance	63.2%	<b>11</b> th
Cabin noise	98.2%	5th
Overall	90	6.1%

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# WHEN NOTHING ELSE WILL CUT IT...

# ...USE THE BEST!



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# **Goodyear** Eagle F1 Asymmetric 2



THE winner of this test back in 2011 is beginning to show its age in the face of newer rivals. It's dropped to sixth this time around, quite a bit behind the leaders.

The newer tyres have also stolen what was once Goodyear's thunder: wet road performance. Now it has to settle for midpack finishes as rivals have moved the game on. It wasn't far from the winning pace in the wet, though, only falling two seconds shy. It felt secure and turned in well, but couldn't match the mid-corner grip of the best and triggered the stability control more often.

It required just over two metres longer to stop from 50mph than the winner in the wet braking test, but was closer to the front on the wet cornering circle. And it wasn't disgraced in deep water – only the curved aquaplaning test gave any cause for concern.

Dry roads didn't suit the Goodyear as it was eighth and three metres off the best in braking, and more than a second slower than the best through the curves. It didn't have the handling sharpness it had in the wet.

Goodyear did have something to celebrate in the rolling resistance test, though. It couldn't match stablemate Dunlop, but showed some technology has been passed on as it finished a strong second.

Verdict: It's fallen behind as standards have risen, but Goodyear remains a sound choice

Previous winner no longer sets the bar in the wet, but it still feels safe and secure



### **Test results**

Price		£84.77
Dry handling	97.5%	<b>10</b> th
Dry braking	92.6%	8th
Wet handling	97.4%	6th
Wet braking	93%	6th
Wet cornering	97.5%	6th
Straight aqua	92.3%	5th
Curved aqua	81.2%	6th
Rolling resistance	89.4%	2nd
Cabin noise	97.8%	8th
Overall	9	96.7%

# 5 Pirelli P Zero

FOLLOWING our previous test of the long-running P Zero, Pirelli said it had made changes to the tyre, and they've obviously worked.

From a relatively distant ninth place, the P Zero has improved to fifth, within touching distance of the next two places. This update has given the veteran design – which won this test in 2008 – a new lease of life. The P Zero still has poor fuel economy, though, which will see it use close to six per cent more fuel than the frugal Dunlop.

The other major blot on an otherwise decent showing was curved aquaplaning. That unconventional tread pattern, which doesn't exploit the asymmetric design as much as some rivals, resulted in a last place finish, but it wasn't alone at the bottom.

It fared much better in the longitudinal test, finishing equal fifth alongside Goodyear. Elsewhere it was much more accomplished, with a win on the soaked circle and podiums in wet braking and handling. On the handling circuits, the P Zero was a pleasure to drive, feeling lively and direct. In the wet, you get on the throttle early and can still maintain the line. It had the same keen feel in the dry, requiring little



P Zero has improved since last test, excelling in wet cornering as well as braking, although its economy credentials are still poor

lock and hanging on well through the longer turns where lesser performers start to scrub.

That blocky tread also proved its worth in dry braking, finishing under two metres behind the stand-out Continental. Despite the lively handling, the Pirelli gave a quiet ride, second only to the Hankook.

Verdict: Design tweaks have given this veteran Pirelli tyre a new lease of life



### **Test results**

Price		E89.93
Dry handling	99.2%	3rd
Dry braking	95.9%	3rd
Wet handling	98.9%	3rd
Wet braking	98.3%	2nd
Wet cornering	100%	1st
Straight aqua	92.3%	5th
Curved aqua	68.1%	<b>11</b> th
Rolling resistance	71.4%	9th
Cabin noise	99.8%	2nd
Overall	97.3%	

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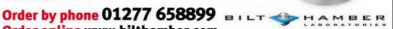
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# **ULITMATE** TYRE TEST 2015

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# 4 Hankook Ventus evo 2



WITH Far Eastern rivals languishing at the bottom of the results, it's left to Hankook to show that the region's tyre makers can match the Europeans. There's little to choose between third, fourth and fifth in this test, and so the Korean brand sits between F1 luminaries Pirelli and Michelin – proof of the recent progress it's made.

Apart from a win in the cabin noise test, the evo 2 owes its fourth place to being close to the pace in most assessments. It proved happiest in aquaplaning, where it was close to the pace-setting Michelin in a straight line and only a little further off in the lateral test. Rivals fared far worse. Its performances in wet cornering, handling and braking are

typical of its results this year: not that great but close to the best in typically close tests. It took three metres more to stop and nearly two seconds longer to lap the handling circuit. It felt good, though, with a sharp reaction to the steering and great grip in the sweeping turns and direction changes.

It felt a touch softer in the dry and lacked the lively edge, but it had great balance – and all with the minimum amount of lock. At the pumps the Ventus, as with most rivals, was a long way behind the Dunlop but was towards the front of the midfield pack.

Verdict: Good performer in both the wet and dry at an attractive price

Aquaplaning was the Hankook's forte, but it was close to pace in all our tests



# **Test results**

Price	£	76.25
Dry handling	98.0%	8th
Dry braking	93.5%	6th
Wet handling	97.1%	7th
Wet braking	92.4%	7th
Wet cornering	97.7%	5th
Straight aqua	96.1%	3rd
Curved aqua	87.5%	4th
Rolling resistance	77.9%	5th
Cabin noise	100%	1st
Overall 97.7%		7.7%

# **Michelin** Pilot Sport 3

FRENCH giant's Pilot Sport 3 was one of the few designs here that were not new the last time we tested 17-inch tyres, but that didn't stop it scooping second behind the Continental. Two years on and it has to also give best to the Dunlop, yet it remains a top performer despite facing newer designs built for the demands of tyre labelling.

Standout performance is the remarkable superiority it showed in aquaplaning. The tests often have a wide spread of results, but the Pilot Sport was a clear victor on both – particularly the tricky curved test. It was close to the front in the shallowerwater tests, too, taking just over a second longer to lap the handling circuit. Turn-in was eager but it began to run wide midcorner, sometimes triggering the stability control. It felt secure and tackled the final 90-degree turns without lifting.

While it was two metres off the best in the braking, if you tot up its percentage scores in our wet road tests it was second only to Continental overall. It was less at home in the dry, yet was close to the best. Through handling track twists and turns it felt similar to how it did in the wet, with positive initial turn-in but struggling for grip as the power



Michelin may have finished a long way down the running order on our dry handling track, yet still wasn't far off the pace of the leaders

was applied. It was noticeably harsh in the noise test, and was towards the bottom of the midfield pack in the rolling-resistance assessment. This was a test Michelin once dominated while struggling in the wet. Proof, if needed, that the brand is making different tyres now compared to a few years ago.

Verdict: Here's evidence that Michelin's revised design priorities are working



# **Test results**

Price	£	93.46
Dry handling	97.7%	9th
Dry braking	93.9%	5th
Wet handling	98.2%	5th
Wet braking	94.1%	4th
Wet cornering	97.3%	7th
Straight aqua	100%	1st
Curved aqua	100%	1st
Rolling resistance	72.1%	8th
Cabin noise	95.8%	<b>11</b> th
Overall	98	3.0%

**74** 17 June 2015 www.autoexpress.co.uk



# **ULITMATE** TYRE TEST 2015

PERFORMANCE | ECONOMY | SAFETY UK's top tyres rated

# 2 Dunlop Sport BluResponse

OUR champion 16-inch tyre came so close to repeating the win in this bigger size, but it has to give best to the mighty Continental. New in 2013, this is a tyre designed with labelling firmly in mind, so it's no surprise to see a stellar performance in rolling resistance. It was a long way ahead of the runner-up – stablemate Goodyear – which suggests the company's engineers have found a trick when it comes to building fuel-efficient tyres that still perform well in the wet.

Compared to the worst performers, the BluResponse will use around seven per cent less fuel – more than £120 a year for an average-mileage driver. The wet grip rating has not been ignored by the engineers, as the Dunlop was third in the braking – under two metres off the Continental. It was second around the handling course, where it had the sharpness of the ContiSportContact 5, but needed a touch more lock through the tighter turns. And while it was less effective in the aquaplaning assessments, it was firmly in the closely matched mid-pack.

It might not be part of the label rating, but the engineers haven't forgotten dry road performance; the Dunlop was second in both



Sport BluResponse impressed in our wet braking, handling and cornering tests, but its standout performance was fuel economy

our tests. It needed only half a metre more than the winner to stop, and three-tenths more over the handling track. It retains that wet road sharpness in the dry, with a small amount of controlled rear movement to help it turn. Add in a podium finish in the cabin noise test for a seriously accomplished tyre.

Verdict: A worthy second place for the essential tyre for high-mileage drivers



# **Test results**

Price	£	88.04
Dry handling	99.3%	2nd
Dry braking	98.9%	2nd
Wet handling	99.2%	2nd
Wet braking	95.1%	3rd
Wet cornering	98.9%	3rd
Straight aqua	92.1%	7th
Curved aqua	80.8%	7th
Rolling resistance	100%	1st
Cabin noise	98.9%	3rd
Overall	98	8.8%

# 1 Continental ContiSportContact 5

RARELY do we see such a dominant performance in our tests, but it was clear as soon as we started compiling the results that Continental was going to retain its 17-inch title. Four wins and three runner-up spots left little doubt, and gave the ContiSportContact 5 a bigger margin of victory than in the close-run 2013 test.

As we've seen in the past, to win a tyre test you need to be good in all areas – and Conti dominated both handling and braking on all surfaces. Just as Goodyear/Dunlop has worked out how to produce good fuel economy, Continental has a trick when it comes to braking. Not only is it the best, but it's remarkably consistent, too. That grip was also present on the handling tracks, where the Conti felt lively, sharp and eager to turn.

In the wet the rear is well controlled, and the evident grip invited us to push hard, easily taking the final sequence of turns without lifting. That eagerness was there in the dry, too, where it showed much better grip on the power than several rivals. Unlike fellow shallow-water star Dunlop, Continental also fared well in the deeper-water tests. It was a step behind the winning Michelin, but was easily the best of the rest. Cabin noise



Dominant performances in the wet and dry ensured that not even a disappointing rolling resistance figure could stop Conti's march

saw a fourth-place finish in a tightly packed field. The only area where the Continental was found lacking is fuel economy, where it was a long way behind the pace-setting Goodyear and Dunlop. Some may argue it's a small price to pay for the extra safety margin the ContiSportContact 5 delivers.

Verdict: Second win on the trot in our 17-inch test for a remarkable tyre



# **Test results**

Price	£	90.04
Dry handling	100%	1st
Dry braking	100%	1st
Wet handling	100%	1st
Wet braking	100%	1st
Wet cornering	99.7%	2nd
Straight aqua	97.2%	2nd
Curved aqua	93.5%	2nd
Rolling resistance	<b>73.1%</b>	7th
Cabin noise	98.5%	4th
Overall	10	00%

www.autoexpress.co.uk 17 June 2015 **75** 

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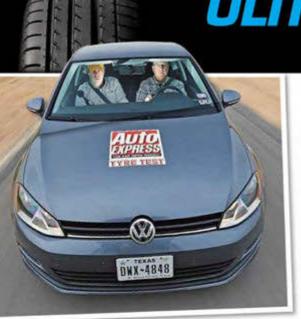
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# **ULITMATE** TYRE TEST 2015

PERFORMANCE | ECONOMY | SAFETY UK's top tyres rated



# Results by category

THERE'S a geographic split in our results, with Far Eastern producers struggling to match their European competitors. Toyo has a new track day tyre — now it needs to look at replacing the T1 Sport, as it is off the pace. GT Radial continues to show the progress made by Chinese tyre brands, but that seems to have slowed.

The mystery surrounding the performance of Bridgestone tyres continues, and it can't be satisfied to finish behind compatriots Falken and Yokohama. Falken's Azensis FK453 put in a decent performance on debut, while Yokohama's strong test showing was hurt by poor fuel economy. The next four tyres were

closely matched, and a slightly different performance in one test could easily have seen the order change; Goodyear seems to have lost its superiority in the wet over the years, but has improved economy. Pirelli's evolution of the P Zero is obviously working and Korea's Hankook bucks the geographic trend and shows why some European car brands now fit its tyres as original equipment. Despite its age, the Michelin is still a good performer and the tyre for deep water.

Our top two are great all-rounders, with the Dunlop very easy on the wallet. As for our Continental double champ, we rarely see such a dominant performance.

# **Dry handling**

# **Dry braking**

# Wet handling

# **Wet braking**

1	Continental	100%
2	Dunlop	99.3%
3	Pirelli	99.2%
4	Falken	99.0%
5	Yokohama	98.7%
6	GT Radial	98.4%
7	Bridgestone	98.2%
8	Hankook	98.0%
9	Michelin	97.7%
10	Goodyear	97.5%
11	Toyo	97.5%

1	Continental	100%
2	Dunlop	98.9%
3	Pirelli	95.9%
4	Yokohama	94.6%
5	Michelin	93.9%
6	Hankook	93.5%
7	GT Radial	92.7%
8	Goodyear	92.6%
9	Bridgestone	91.0%
10	Toyo	90.4%
11	Falken	88.8%

Continental	100%
Dunlop	99.2%
Pirelli	98.9%
Yokohama	98.6%
Michelin	98.2%
Goodyear	97.4%
Hankook	97.1%
Falken	94.5%
GT Radial	94.1%
Toyo	92.4%
Bridgestone	91.7%
	Dunlop Pirelli Yokohama Michelin Goodyear Hankook Falken GT Radial Toyo

1	Continental	100%
2	Pirelli	98.3%
3	Dunlop	95.1%
4	Michelin	94.1%
5	Yokohama	93.5%
6	Goodyear	93.0%
7	Hankook	92.4%
8	GT Radial	87.0%
9	Falken	84.2%
10	Toyo	80.6%
11	Bridgestone	80.5%

# **Wet cornering**

Pirelli

Dunlop Yokohama

Hankook

Goodyear

Michelin

**GT Radial** 

Toyo

Falken

11 Bridgestone

Continental

2

100%

99.7%

98.9%

98.1%

97.7%

97.5%

97.3%

96.3%

95.4%

94.9%

94.3%

# Straight aqua

_	Michelin	100%
2	Continental	97.2%
3	Hankook	96.1%
4	Yokohama	93.8%
5=	Goodyear	92.3%
5=	Pirelli	92.3%
7	Dunlop	92.1%
8	Falken	91.5%
9	Bridgestone	91 3%

90.3%

88.5%

# **Curved aqua**

1	Michelin	100%
2	Continental	93.5%
3	Falken	91.4%
4	Hankook	87.5%
5	Bridgestone	82.6%
6	Goodyear	81.2%
7	Dunlop	80.8%
8	Toyo	77.3%
9	Yokohama	68.4%
10	GT Radial	68.2%
11	Pirelli	68.1%

# **Rolling resistance**

1	Dunlop	100%
2	Goodyear	89.4%
3	Bridgestone	81.0%
4	GT Radial	78.8%
5	Hankook	77.9%
6	Toyo	76.5%
7	Continental	73.1%
8	Michelin	72.1%
9	Pirelli	71.4%
10	Falken	66.2%
11	Yokohama	63.2%

# **Cabin noise**

# **Price**

10 Toyo

11 GT Radial

# **Overall**

100%	1	Falken	£75.05
99.8%	2	Hankook	£76.25
98.9%	3	GT Radial	£81.33
98.5%	4	Bridgestone	£82.44
98.2%	5	Toyo	£82.97
98.0%	6	Goodyear	£84.77
97.9%	7	Yokohama	£87.06
97.8%	8	Dunlop	£88.04
96.8%	9	Pirelli	£89.93
96.1%	10	Continental	£90.04
95.8%	11	Michelin	£93.46
	99.8% 98.9% 98.5% 98.2% 98.0% 97.9% 97.8% 96.8% 96.1%	99.8%     2       98.9%     3       98.5%     4       98.2%     5       98.0%     6       97.9%     7       97.8%     8       96.8%     9       96.1%     10	99.8% 98.9% 98.5% 98.2% 98.0% 97.9% 97.9% 97.8% 96.8% 96.1% 2 Hankook 3 GT Radial 4 Bridgestone 5 Toyo 6 Goodyear 7 Yokohama 8 Dunlop 9 Pirelli 10 Continental

1	Continental	100%
_		
2	Dunlop	98.8%
3	Michelin	98.0%
4	Hankook	97.7%
5	Pirelli	97.3%
6	Goodyear	96.7%
7	Yokohama	96.1%
8	Falken	95.0%
9	Bridgestone	94.3%
10	GT Radial	94.1%
<u>11</u>	Toyo	93.6%

# Winner

# Continental ContiSportContact 5

Dominated our performance tests in the wet and dry to win again





# Who says you can't win them all?

We are award winning Continental tyres, with maximum braking performance.





# **Buying ca**





# Volkswagen up!

YOU TELL US... City car is comfortable, but handling suffers



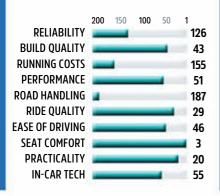
# 2015 Results up! Factfile

Years: 2012 to date CO2: 105g/km Fuel economy: 62mpg (1.0 Move up! 5dr) Best features: Heated seats, touchscreen, City emergency braking, panoramic sunroof

Prices: From £4,990

OVERALL SCORE **89.17%** our 2015 survey. The rating the better

Bars show where model finished out of 200 cars in our 2015 survey. The lower



# GOOD

"GOOD performance and excellent economy. It drives like a bigger car."

"Great car in town or on the motorway. Comfortable and economical."

"Superb handling and a flexible little engine that's good in town and on the motorway."

"Very economical - ideal for a retired couple to whizz around the countryside.

"City Safe Braking, audio upgrade, sat-nav and heated seats are all great."

"This little car has all the gadgets, is comfortable and has plenty of space. Love it."

# NOT SO GOOD

"THE ASG auto gearbox is not good enough."

"Fuel economy has never reached its claimed figures."

"There have been a number of mechanical issues since purchase. It's been a pain to have to visit the dealership every few months."

"The rear shelf doesn't drop down on closing the hatch and the radio isn't great."

"The car has had gearbox and clutch problems from new. The stereo is also the worst I've ever encountered."

"I returned it to the dealer for a new clutch pedal, but

it needs looking at again.'



Tell us what you think

# Joe **Finnerty**

Got any car queries?

Joe\_Finnerty@dennis.co.uk @ AE\_Consumer

# Is charge for labour correct?

MY Nissan Juke has a fault which the dealer can't find. Staff can book it in for a test, but they'll charge me a labour rate, even though it's under warranty. Is that fair? Olive Gregg, E-mail

IF a dealer can't replicate the fault then it can't be expected to fix it. The repairs will be covered by warranty, but it's normal to pay an investigation fee. It's refunded if something is found. We'd expect this to be a flat rate rather than the usual hourly labour prices.

# Right service for warranty

IF a car is still under manufacturer warranty, but is serviced by a garage that isn't the main dealer, does it have to be a VAT-registered garage to comply with the service warranty? Marion Hollinshead, E-mail

YES, it needs to be a VAT-registered garage to ensure that you don't invalidate the warranty. Make sure it stamps the service book and provides a detailed, written breakdown of the work done to demonstrate the quality.

# Second thoughts over nav

THE built-in sat-nav in my car isn't helpful at all and I have to rely on a smartphone app to show me the specific location. Can I reject the car based on the sat-nav being poor? Roger Davies, E-mail

IF the sat-nav was faulty, then technically you'd be able to reject it if it's not for purpose. However, it's likely it's just a poor system rather than faulty and so your case for rejection would fall apart. The sat-nav doesn't affect how the car drives, either.

# WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?















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www.autoexpress.co.uk 17 June 2015 **79** 





YOU'VE heard of the hit Channel 4 reality show, The Undateables? Well, we thought we'd put together a list of motoring's undateables – cars you've probably never considered as a potential partner.

None sold particularly well, but now their relative unpopularity makes them decent value used. So should you overlook their shortcomings and take the plunge?



# Subaru Tribeca

SUBARU'S premium SUV, the Tribeca, was named after an upmarket area of New York. And it has an upmarket spec to match, with flagship cars offering heated seats, a sunroof and reversing camera, plus DVD rear seat entertainment and even seven seats. The controversial styling held it back, as did the car's thirst and the rather cramped rearmost seats, but this SUV now represents fine value for money.

SHOULD YOU? Why not? If you can live with the design, the Tribeca has decent tech and costs from £5,500.



# THE UNDATEA

You've probably never considered one of these cars, for obvious reasons. But could they make good used buys despite their shortcomings?



# **Volkswagen Bora**

THIS Volkswagen commits the ultimate sin of being too bland. Bora was the name the brand gave its Golf Mk4-based saloon – every other version has been the Jetta – and while running costs are decent, the car lacks bite and has overly light steering. There have also been problems with the windows, the 1.8-litre engine and the clutch, which have resulted in a total of seven recalls since the launch in April 1999.

SHOULD YOU? Probably not. The Bora fades into the background, and its SEAT Toledo or Skoda Octavia cousins look much better value for money.



# **Chrysler PT Cruiser** THE PT Cruiser stood out from the crowd at launch with its brave retro looks, and it had bags of space and kit including a six-speaker CD stereo as standard. Although the ride wasn't bad on smooth surfaces, on twisty roads the handling let this Chrysler down. The 2.0-litre petrol engine had 188Nm of torque and gave a coarse, noisy driving experience. And while the price looked good value, running costs were steep - all of which you could perhaps forgive when that retro styling was fresh. But it's aged poorly. **SHOULD YOU?** No. The PT Cruiser's looks were an acquired taste at launch and haven't stood the test of time. KY52 NNZ

BLES



# **Nissan Pixo**

THE Nissan Pixo is never going to win any prizes in the style stakes, but it's cheap to buy and run. Yet the cabin also feels cheap, plus there's no glovebox and only a tiny boot. Safety also fails to impress, with only a three-star Euro NCAP score. And the real low point came when a problem with the windscreen wipers made drivers' feet wet. Other faults have caused unwanted cabin noise.

**SHOULD YOU?** No. Ultimately, you get what you pay for, and while the Pixo is cheap to buy, for this cash you can stretch to a city car with better safety kit.

# Buyingcars



# **Renault Vel Satis**

THIS spacious four-door coupé is a hidden gem. The Vel Satis is becoming increasingly rare, even though it was discounted when new to boost sales. And French President François Hollande apparently had a bulletproof version made to transport the Queen and her hats for last year's 70th anniversary of the D-Day landings. It has plenty of headroom, and the 2.2 dCi engine is frugal. It also has a great safety record.

SHOULD YOU? Yes. You can up pick one of these future classics for as little as £700 on the second-hand market.





# **Ford Fusion**

IT was sold on its high seating position, but the Ford Fusion struggled to win over critics. Still, it has a spacious interior, and also scores on safety, with a four-star Euro NCAP crash test rating. However, it's based on the old Fiesta and looks dated, plus it's inherited some of that model's build issues, including cutting out at junctions. There's plenty of them on the market, though.

**SHOULD YOU?** Maybe. There are loads available, they're cheap and relatively practical, and the drive is reasonable.





# **Citroen C3 Pluriel**

THE Pluriel edition of Citroen's C3 hatch was often described as quirky and wacky. It's certainly unique: the spacious four-seater achieved a four-star crash test rating, and you can drop the canvas hood and remove the roof rails for a very different driving experience. Trouble is, there's nowhere to store these parts on the go, while reports of leaky roofs and electrical glitches have held the car back.

SHOULD YOU? Probably not. Its brave design doesn't quite hit the spot while owners' tales of problems are all too commonplace.



THIS French model was based on the same platform as the Citroen C3. It offered decent fuel economy and a unique selling point of unconventional electric sliding doors, which are handy for tight parking spaces. Strong safety credentials add to the appeal, although the awkward styling put buyers off, as did the sluggish performance, firm ride and poor handling. Reports of the electric doors failing in cold weather are likely to make you think twice, too, although you can now pick up a second-hand version from as little as £1,000.



SHOULD YOU? The 1007 might be worth a punt as a cut-price and practical runaround.

# Car hunter

£3,500 to spend on a fun, reliable first car

**Dear Lawrence**, I'm 23, I've just passed my test and I'm after a reliable, cheap-to-run small car that's fun to drive. My maximum budget is £3,500. Any ideas? **Andy Hughes**, Plymouth

Contact: Lawrence\_Allan@dennis.co.uk



# **DRS**

# THE SPORTY CHOICE



# Mazda 2

**FOR:** Agile chassis, responsive engine, space **AGAINST:** Firm low-speed ride, hard plastics

THE recently replaced Mazda 2 was built with an eye on lightness, and that comes through on the road. It's agile, responsive and easy to drive. And while the 1.3-litre petrol engine doesn't perform as well as the Suzuki Swift's, and trails on economy, it's smooth.

Add good looks, decent reliability and the most spacious cabin here, and the 2 is a great first-time buy. We found a 59-plate three-door 1.3 TS with 65,000 miles on the clock for £3,450.

### THE STYLISH CHOICE



# **SEAT Ibiza**

**FOR:** Sporty looks, refined drive, big boot **AGAINST:** Mediocre reliability, least fun

IT'S based on proven VW Polo mechanicals, but the SEAT Ibiza adds a dose of Spanish flair. Although it's the heaviest car here, it isn't too far behind in terms of handling, and is more refined at high speed.

There's a 1.2-litre petrol version which offers cheap insurance, but it struggles out of town, so the more refined 1.4-litre is a better bet. Our classifieds search highlighted a 78,000-mile lbiza 1.4 SE threedoor, with air-con and cruise control, for £3,395.

# THE VALUE CHOICE



# Suzuki Swift

**FOR:** Durable, fun to drive, strong engine **AGAINST:** Feels a bit basic, not very stylish

THE second-generation Suzuki Swift was in a different league to the bland original. It was sold between 2005 and 2011, so is a little basic and dated compared to rivals, but is excellent on the road, with a sharp chassis and willing petrol engine.

The Swift's simplicity and solid build means there's little to go wrong, but a lack of boot space and legroom let it down. It's great value, too: a 2008 five-door 1.3 GL with 70,000 miles is yours for £2,800.



INTERIOR might look good and be easy to use, but some of the plastics feel a bit cheap. Lots of passenger room is the small Mazda's trump card — although as with the Suzuki Swift, the boot capacity is a bit tight.



CABIN design is smart and it's well screwed together, while material quality is the best here. Some owners find the stereo too fiddly, though, and while the boot is a good size, the Ibiza's rear legroom isn't brilliant.



ALTHOUGH it's starting to show its age, the Swift's interior is functional, durable and easy to get along with. There's loads of headroom in the back, thanks to its boxy shape, but legroom is at a premium and the boot is small.



MAZDA'S previous-generation 2 wasn't in this year's Driver Power survey, but it was ranked a strong 33rd place for reliability last year. Most owners tell us that, as long as maintenance is kept up, it stays trouble-free.



DESPITE the proven Polo-sourced underpinnings, the latest SEAT Ibiza didn't fare well in this year's Driver Power survey, finishing 169th. That's partly down to its age, but electrical sensor issues are common.



FOR a 10-year-old design to make it into our Driver Power 2015 satisfaction at all is impressive, so the Swift Mk2's 139th place is good news. The car is mechanically sound, although interior rattles and squeaks can be an issue.



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Total Amount Payable	£31,916.00					
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Interest Rate (fixed)	3.1%					

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Boxy Range Rover Sport is a familiar sight on roads



# Range Rover

32.1mpg (official) £101 fill-up



# Range Rover Sport HSE SDV6

Years: 2005 to 2014 Engine: 3.0-litre V6, 252bhp Insurance group: 43 Econ/CO<sub>2</sub>: 32mpg/230g/km Why? Imposing SUV has bags of prestige, upmarket cabin, is refined on the road and capable off it.

# Prices from:

£17,990

THE Sport was built to offer the prestige of the Range Rover, but with a more engaging drive. And it's been a sales success, with only a mild facelift in 2009 needed to keep things fresh before the car was replaced last year. Its boxy, imposing shape is a common sight on the road, yet it isn't as striking as the Infiniti FX.

The interior also shows its age in places, but it's in a different league to its rival here in terms of quality as well as boot space – the 2,000-litre load bay with the seats down is more than 700 litres bigger than the FX's.

But the drive shows the Range Rover Sport's engineering depth. While it's 400kg heavier than the FX, it steers more sharply and there's less body roll. The ride is firm, but comfortable, too. It also offers impressive off-road ability, while the 3.0-litre diesel is punchier than the Infiniti's thanks to the eight-speed auto.

Reliability isn't perfect, however – it isn't a Land Rover strong point – and electrical gremlins can cause owners to suffer big bills.





Despite off-road credentials, Sport is still punchy and refined; cabin is luxurious

# Range Rover Sport

YOU'LL want to buy a warranty with the Range Rover Sport, but it's the far better all-round package here. Its on and off-road manners are superior, and the plush cabin has more space.



Chrome trim helps FX stand out further



£108 fill-up

### Infiniti FX 31.4mpg (official)

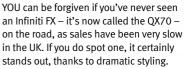
Infiniti FX30d S Premium
Years: 2008 to date Engine: 3.0-litre V6, 235bhp

Insurance group: 47 Econ/CO<sub>2</sub>: 31mpg/238g/km

Why? Striking FX is an exclusive choice in UK, plus has tonnes of kit, lots of road presence and is good value.

# Prices from:

£14,990



Inside, it's different to other SUVs, with a low-slung driving position and wraparound dash, meaning visibility is pretty poor. There's a huge array of gizmos on offer, but the button-heavy layout frustrates. Space is also at a premium, with claustrophobic rear seats and a very small boot for a car of this size.

On the road, the lighter FX should be the better drive, but it disappoints here. The seven-speed auto is jerky, and the 3.0-litre diesel lacks the urgency of the Range Rover Sport's and is less efficient. The ride also crashes over rough surfaces and there's no handling pay-off.

A lack of UK presence makes it difficult to judge the Infiniti's reliability, but owners rate it highly in the US, and the brand's ties with Nissan should make the car durable.



FX has striking design, but it suffers a rough ride, while the low-set cabin impacts visbility

# 2 Infiniti FX

IF you simply have to have one of the rarest cars on the road, go for the Infiniti. There's loads of kit, but it's way off the pace to drive, impractical and doesn't really cope off-road.

84 17 June 2015 www.autoexpress.co.uk

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# NEW CAR PRICES



### **HOW OUR GUIDE WORKS**

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

**ECONOMY AND EMISSIONS:** The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO2. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork. LIST PRICE: This is the on-the-road

figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

Spotted an error? Email: dean gibson@dennis.co.uk

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

**DRIVER POWER POSITION:** Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO2 bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO, (road tax exempt)
BAND B: 101-110g/km CO, (exempt/£20)
BAND C: 111-120g/km CO, (exempt/£20)
BAND C: 111-130g/km CO, (exempt/£20)
BAND D: 137-130g/km CO, (exempt/£10)
BAND B: 131-140g/km CO, (£130/£130)
BAND B: 131-140g/km CO, (£130/£130)
BAND B: 131-140g/km CO, (£130/£130) BAND F: 141-150g/km CO2 (£145/£145)

BAND K: 201-225g/km CO<sub>2</sub> (£640/£290) BAND L: 226-255g/km CO<sub>2</sub> (£870/£490) BAND M: Over 255g/km CO<sub>2</sub> (£1100/£505)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

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pand	MPG	hdmo	CO da	price
S		9	ance	E
			2	

www.abarthcarsuk.com / Brochure: 00800 2227 8400 / Dealers: 25 Warranty: 3 years/60000 miles

# 500 - 3657x1627mm, EURO-NCAP N/A DRIVER POWER POS: 87th

1.4 T-Jet 500	G	43.5	7.9	155	27	£14560
1.4 T-Jet 595 Turismo	G	43.5	7.4	155	28	£17990
1.4 T-Jet 595 Competizione	G	48.7	6.7	155	28	£19890
1.4 T-Jet 695 Biposto	G	43.5	5.9	155	38	£32990
500C/595C: add £1800, auto: a	dd £12	65		-		

### ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 00800 2532 0000 / Dealers: 46 Warranty: 3 years/unlimited miles

1.3 JTDm-2 (85) Progression	A	79.0	12.9	95	11	£14315
1.3 JTDm-2 (85) Sprint	A	79.0	12.9	95	11	£15415
1.3 JTDm-2 (85) Distinctive	A	79.0	12.9	95	11	£16655
875cc TwinAir Progression	A	67.3	11.4	99	13	£13770
875cc TwinAir Distinctive	A	67.3	11.4	99	9	£16070
875cc TwinAir Sprint	A	67.3	11.4	99	9	£14870
1.4 TB MultiAir (135) Distinctive	D	50.0	8.4	129	19	£17620
1.4 TB M'Air (170) Q'foglio Verde						
QV Line: add £750 to Distinctive (	not	1.3 /7	Dm-2	), Jur	ior:	same

# Giulietta - 4351x1798mm, EURO-NCAP ☆☆☆☆☆ DRIVER POWER POS: 69th

1.4 TB (120) Progression	-	44.1	9.4	149	16	±18240
1.4 TB (120) Distinctive	F	44.1	9.4	149	16	£19490
1.4 TB MultiAir Distinctive	E	48.7	7.8	134	23	£20990
1.6 JTDm-2 Progression	C	76.4	11.3	114	16	£19170
1.6 JTDm-2 Distinctive	C	76.4	11.3	114	16	£20420
2.0 JTDm-2 (150) Distinctive	В	67.3	8.8	110	24	£21720
2.0 JTDm-2 (150) Exclusive	В	67.3	8.8	110	25	£23470
1.75T TCT Quadrifoglio Verde	G	40.4	6.0	162	25	£28120
Exclusive: add £2400 to Distincti	ve, S	portiv	a Nav	: add	£11	00 to
Exclusive auto: add £1340 to 17	1 Mu	tiAir.				

G 41.5 4.5 157 N/A £51500 1.75T TCT 4C 4C Spider: add £8000

# ALPINA

www.bmwalpina.co.uk /Brochure: 0115 934 1414 / Dealers: 18 Warranty: 2 years/unlimited miles

3.0 auto D3 Bi-Turbo 4dr E 53.3 4.6 139 50 £46950 3.0 auto D3 Bi-Turbo Touring F 52.3 4.6 142 50 £49950

# B3 - 4628x1811mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 auto B3 Bi-Turbo 4dr | 37.2 4.2 177 49 £54950 3.0 auto B3 Bi-Turbo Touring | 36.7 4.3 179 49 £56950

### D5 - 4913x1860mm FURO-NCAP N/A

4.4 VB auto B5 Bi-Turbo 4dr L 26.9 4.5 244 N/A £75150

# B7 - 5092x1902mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.4 V8 auto B7 Bi-Turbo 4dr L 28.5 4.6 230 N/A £98800

# XD3 - 4651x1901mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 auto XD3 Bi-Turbo

H 42.8 4.9 174 50 £56450

# MPG MPG CO<sub>2</sub> ce group

# D4 - 4640x1825mm, EURO-NCAP N/A DRIVER POWER POS: N/A

# B6 - 4894x1894mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.4 V8 auto B6 Bi-Turbo Coupe K 30.1 4.3 219 50 £92850 4.4 V8 auto B6 Bi-Turbo Conv K 29.4 4.4 224 50 £97850

### ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1 Warranty: 3 years/unlimited miles

# tom - 3410x1798mm, EURO-NCAP N/A RIVER POWER POS: N/A

N/A 3.3 N/A N/A £30596 N/A 2.7 N/A N/A £35812 N/A 2.6 N/A N/A £64800 2.0 i-VTEC Atom 3.5 245

2.4 i-VTEC Nomad N/A 3.4 N/A N/A £33000

# **ASTON MARTIN**

www.astonmartin.com / Brochure: 01926 644644 / Dealers: 22 Warranty: 3 years/unfirnited miles

# Rapide S - 5020x2140mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.0 V12 auto Rapide 5 M 19.9 4.9 332 50 £150299

# Vantage - 4380-4385x1865mm, EURO-NCAP N/A DRIVER POWER POS: N/A

 
 4.7 V8 Vantage
 M 20.5
 4.8

 4.7 V8 Vantage N430
 M 20.5
 4.8

 4.7 V8 Vantage S
 M 20.5
 4.5

 6.0 V12 Vantage S
 M 17.3
 7.3

 Auto: add £5000, Vantage Roadster: add £9000
 8.0
 8.0
 M 20.5 4.8 321 50 £87344 M 20.5 4.8 321 50 £92344 M 20.5 4.5 321 50 £97344 M 17.3 3.7 388 50£139155

6.0 V12 auto Coupe DB9 Volante: add £10000 M 19.8 4.6 333 50 £135537

# Vanquish - 4721x1905mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.0 V12 auto Coupe M 19.6 4.1 335 50 £194150 Vanquish Volante: add £12000

vw.audi.co.uk /Brochure: 0800 699 888 / Dealers: 121

### A1 - 3954x1740mm, EURO-NCAP

# A 60.0 10.9 99 N/A £14315 A 60.0 10.9 99 N/A £16290

1.6 TDI (116) SE 3dr	A	80.7	9.4	92	19	£15390
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	21	£16690
1.6 TDI (116) Sport 3dr	A	80.7	9.4	92	19	£17365
1.4 TFSI (125) 5 line 3dr	C	56.5	8.8	117	21	£18685
1.4 TFSI CoD (150) S line 3dr	C	58.9	7.8	112	25	£19480
1.6 TDI (116) S line 3dr	A	80.7	9.4	93	19	£19360
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	33	£25380
Auto: add £1540, A1 Sportback	add :	620,	51 Spc	ortba	ck: a	dd £730
Auto: aud £ 1340, A 1 Sportback	. add i	1020,	31 3D	or rpa	CK. d	uu £/

# A3-4237x1777mm, EURO-NCAP 大大大大大 DRIVER POWER POS: 27th

1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	14	£18575
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	16	£19875
1.4 TFSI (150) CoD SE 3dr	B	60.1	8.3	109	16	£20725
1.8 TFSI (180) Sport 3dr	E	48.7	7.1	135	23	£23905
1.6 TDI (110) ultra SE 3dr	A	83.1	10.5	89	N/A	£20865
2.0 TDI (150) SE 3dr	B	68.9	8.6	106	21	£22175
1.6 TDI (110) Sport 3dr	A	74.3	10.7	99	15	£22225
2.0 TDI (150) Sport 3dr	B	68.9	8.6	106	21	£23575
2.0 TDI (184) Sport 3dr	B	68.9	7.3	108	27	£24845
2.0 TFSI (300) quattro S3 3dr	G	40.4	5.2	162	36	£30940
2.5 TFSI (367) quattro RS3 Sp'back	J	34.8	4.3	189	NA	£39950
1.4 TFSI (204) etron Sportback 5dr	A	176.6	7.6	37	29	£29950
Auto: add £1480 to 1.2 TFSI, 1.4 Ti	PSI,	1.6 TE	01, 2.0	TDI,	53,	add
£1350 to 1.8 TFSI, add £2910 to 2.1	OT	DI (18	4), qu	attro	ad ad	d£1605
to 1.8 TFSI 5 tronic, £1430 to 1.6 Ti	DI	not 3	ir) an	d 2.0	TDI	(150),
£2910 to 2.0 TDI (184) 5 tronic, A3	Sp	ortba	ck: ac	id £6	20, 4	13
Saloon: add £1545, A3 Cabriolet: a	dd	£5360	, SET	echn	ik: a	dd £750
to SE diesels. Sport: add £1225 to	SE.	Sline	add	£215	0 to	Sport

# A4 - 4701-4716x1826mm, EURO-NCAP

1.8 TFSI (120) SE Technik	G	43.5	10.5	151	19	£25685
1.8 TFSI (170) SE Technik	E	49.6	8.1	134	24	£27300
2.0 TDI (177) quattro SE Technik	E	58.9	8.2	134	26	£31180
2.0 TDIe (136) SE	C	64.2	9.6	112	22	£27600
2.0 TDI ultra (163) SE Technik	B	64.2	8.6	109	22	£29620
2.0 TFSI (225) quat 5 tron SE Tech	G	40.4	6.9	155	31	£32945
3.0 TDI quattro 5 tronic 5 line	F	49.6	6.1	149	33	£3821
3.0 V6 TFSI quattro S tronic S4	,	35.0	5.0	178	36	£39610
4.2 V8 FSI quat 5 tron RS4 Avant	L	26.4	4.7	249	41	£56545
Auto: add £1480 to 1.8 TFSI (170),	2.0	TDI (	177), :	£1555	to	2.0 TDle

dd £1200-£1315, 5 line: add £2555 to SE, Black Edition

Plus: add £1250 to S line, S4 Black: add £1075 to S4

add £1645 to 2.0 TDI (177) SE, S line and Black, SE Technik: add £1350 to SE, S line: add £2300 to SE, Black: add £1250 to S line

2.0 1D) ultra (190) SE	•	65.7	0.4	1113	31	13133
3.0 TDI (218) S tronic SE	D	60.1	7.1	122	38	£3809
3.0 TDI (272) quattro 5 tronic SE	E	55.4	5.5	133	41	£4141
3.0 BiTDI quattro tiptronic SE	G	47.1	5.0	159	43	£4612
4.0 V8TT quattro S tronic S6	K	30.7	4.4	214	47	£5600
4.0 V8TT quat tiptron RS6 Avant	K	29.4	3.9	223	50	£7799
Auto: add £1490 to 2.0 TDI, quatt	ro:	add £	1760	to 3.0	TD	(218),
A6 Avant: add £2000 Sline: add	F24	10-f2	450 to	SF F	Ilari	

Edition: add £2175 to 5 line

# A7 Sportback - 4974x1911mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 TDI (218) quatt 5 tron SE Exec	E	54.3	6.8	136	41	£4763
3.0 TDI (272) quatt 5 tron SE Exec	E	54.3	5.7	136	43	£5021
3.0 BiTDI quattro tiptronic S line	G	46.3	5.2	162	45	£5657
3.0 TFSI quattro S tronic S line	1	37.2	5.3	176	44	£5300
4.0 V8 TFSI quattro S tronic S7	K	30.4	4.6	215	46	£6337
4.0 V8 TFSI quattro tiptronic RS7	K	29.7	3.9	221	50	£8448
S line: add £2790 to SE Executive, I	Bla	ck Edi	tion:	add £	235	0 to 5
line (not ultra)						

2.0 TFSI (245) quattro tip hybrid	•	45.6	1.1	144	42	£64280
3.0 TDI (262) quattro tiptronic SE	F	49.6	5.9	149	46	£59580
3.0 TDI (262) quat tip SE Exec	F	49.6	5.9	149	46	£62185
4.2 TDI (385) quat tip SE Exec	,	39.2	4.7	189	50	£72790
3.0 TFSI (310) quat tip SE Exec	1	36.2	5.7	183	46	£64290
4.0 TFSI (435) q tip SE Exec LWB	K	37.7	4.9	216	49	£76160
4.0 V8TT TFSI quattro tiptronic S8	K	29.4	4.1	225	49	£80690

# 6.3 W12 quattro tiptronic LWB M 25.0 4.6 264 49 £98100 LWB: add £3965 (not S8), Sport: add £3600 to SE Executive

# A4 Aliroad - 4721×1841mm, EURO-NCAP N/A

DRIVER POWER POS: 151st						
2.0 TDI (177) quattro	G	48.7	8.2	159	26	£326
2.0 TDI (177) quattro 5 tronic	G	47.1	8.1	156	26	£341
2.0 TFSI (211) quattro 5 tronic	G	39.8	6.7	164	30	£343
3.0 TDI (245) quattro 5 tronic	G	45.6	6.2	161	32	£381
allroad Sport: add £2450						

# A6 Alfroad - 4915x1874mm, EURO-NCAP N/A DRIVER POWER POS: 54th

3.0 TDI (218) quattro 5 tronic	F	50.4	7.3	149	31	£45255
3.0 TDI (272) quattro 5 tronic	F	50.4	6.2	149	36	£46815
3.0 BiTDI (320) quattro tiptronic	н	43.5	5.5	172	41	£51620

# Q3 - 4385x1831mm, EURO-NCAP

2.0 TDI (184) quattro SE	É	53.3	7.9	139	24	£2924
2.0 TDI (150) SE	C	61.4	9.6	119	20	£2688
1.4 TFSI (150) CoD SE	D	50.4	8.9	128	19	£2534
2.0 TFSI (180) quattro 5 tronic SE	G	42.8	8.2	152	27	£2960
2.5 TFSI (340) quattro RS Q3	K	32.8	4.8	203	37	£4549
Auto: add £1710 to 1.4 TFSI, £158 add £1560 to 2.0 TDI (150), S line: £2350 to S line						

# Q5 - 4629x1880mm, EURO-NCAP \*\*\* DRIVER POWER POS: 92nd

2.0 TFSI (180) quattro SE	H	37.7	7.1	174	33	£3137
2.0 TFSI (225) quattro SE	н	37.7	7.4	174	33	£3272
2.0 TDI (150) quattro SE	н	47.9	10.8	154	33	£3163
2.0 TDI (177) quattro SE	н	47.9	9.0	154	33	£3261
3.0 TDI quattro S tronic SE	н	44.1	6.5	169	33	£3837
3.0 TDI quattro SQ5	- 1	41.5	5.1	179	41	£4471
Auto: add £1600 to 2.0 TFSI (2				DI (17	77),	S line:
add £2400 to SE S line Plus an	ld £250	10 to S	line			

3.0 TDI (272) quattro SE	G	47.9	6.5	153 N/A	£50340
3.0 TDI (272) quattro 5 line	G	47.9	6.5	153 N/A	£53835

# TT - 4180x1832mm, EURO-NCAP 会会会会

2.0 1FSI (230) Sport	- 6	47.9	0.0	13/	34	T53990
2.0 TDI (184) ultra Sport	В	67.3	7.1	110	34	£29770
2.0 TFSI (230) S line	E	47.9	6.0	137	35	£32410
2.0 TDI (184) ultra S line	В	67.3	7.1	110	35	£32320
2.0 TFSI (310) TTS quattro	G	39.8	4.9	164	42	£38790
5 tronic add £1495 to 2.0 TFS	£1480	to TT	S, qua	attro:	ado	£1430
to 2.0 TFSI quattro, TT Roadst	er: add	£2185				

# A5 Coupe - 4626-4649x1854-1860mm, EURO-NCAP N/A DRIVER POWER POS: 114th

2.0 TFSI (225) quattro SE	G	41.5	6.4	159	33	£33910
2.0 TDI ultra (163) SE	B	67.3	8.4	109	28	£31470
2.0 TDI (177) SE	C	61.4	8.2	120	29	£31470
3.0 TDI (204) multitronic S line	D	57.6	7.1	129	30	£37660
3.0 TDI (245) quattro 5 tron 5 line	G	49.6	5.8	149	35	£41185
4.2 V8 FSI quattro S tron RS5 Cab	L	26.4	4.9	249	45	£69505
4.2 V8 FSI quattro 5 tron RS5 Coup	L	26.9	4.5	246	45	£59870
3.0 V6 TFSI quattro 5 tronic S5 Cab	J	33.0	5.4	199	42	£46770
3.0 V6 TFSI quat 5 tron S5 Coupe	J	34.9	4.9	190	41	£43665
Auto: add £1480 to TFSI, TDI, A5 C	ab	riolet:	add:	£2945	-£3	480,
quattro: add £1645 to 2.0 TDI (177	), 5	line:	add f	1900	to S	E, Black
Edition Plus: add £1250 to 5 line						

# R8 (NEW) - , EURO-NCAP N/A DRIVER POWER POS: N/A

5.2 V10 FSI (540) S Tronic quattro M 24.5 3.5 275 50 £119500 5.2 V10 FSI (610) S Tronic quat plus M 22.7 3.2 289 50 £137500

BENTLEY

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# The Audi A6 Saloon S line ultra from £335 per month.\* Includes:

- Efficient ultra technology
- LED headlights
- Valcona leather upholstery
- ▶ 18" alloy wheels

audi.co.uk/offers

Business users only with Contract Hire.<sup>^</sup>

Official fuel consumption figures for the Audi A6 Saloon S line 2.0 TDI ultra 190PS manual in mpg (l/100km): Urban 54.3 (5.2), Extra Urban 72.4 (3.9), Combined 64.2 (4.4). CO2 emissions: 114g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. At the end of the agreement the vehicle and ownership rights will stay with Audi Finance. \*Plus VAT and initial rental. Business users only. Based on the Audi A6 Saloon S line 2.0 TDI ultra 190PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £2,010.00 (plus VAT). 6.0p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 April 2015 and 30 June 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication [June 2015] and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freepost Audi Finance.

re: 0808 100 5200 / Dealers: 23

CO<sub>2</sub>

L 25.9 4.9 254 50 £136915 M 19.0 4.3 343 50 £147145

6.75 V8 auto Mulsanne M 16.8 5.1 393 50 £230505 6.75 V8 auto Mulsanne Speed M 19.3 4.8 342 50 £253345

Continental - 4804-5290x1916-1945mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.0 W12 auto GT M 19.5 4.3 338 50 £140845 6.0 W12 auto GT Speed M 19.5 4.0 338 50 £157845 4.0 V8 auto GT L 26.7 4.6 246 50 £130915 4.0 V8 auto GTS L 26.7 7.3 246 50 £139915 4.0 V8 auto GTS-R M 22.3 3.6 255 50 £23865 Continental GTC add £13000 to V8. £20,225 to V8 S, £15300 to Speed, £13800 to W12

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153 Warranty: 3 years/unlimited miles

i3 - 3999x1775mm, EURO-NCAP 社会会会 DRIVER POWER POS: N/A

eDrive auto i3 A N/A 7.2 0 21 £30680 eDrive auto i3 Range Extender A 470.8 7.9 13 21 £33830

1 Series · 4324x1765mm, EURO-NCAP ☆☆☆☆
DRIVER POWER POS: 101st

1.6 118i SE 3dr D 52.3 8.5 125 18 £20245 16.118i Sport 3dr D 52.3 8.5 125 18 £21245 16.120i Sport 3dr E 48.7 7.4 136 21 £2325 20.125i M Sport 3dr G 42.2 6.4 157.28 £26375 3.0 M 1351 3dr J 53.3 5.1 18 8 37 £31195 25 1.5 1166 £0 3dr A 83.1 104.8 9 15 £2030 £0.1184 SE 3dr B 70.6 8.3 104 19 £22335 £0.1184 Sport 3dr B 70.6 8.3 104 19 £2325 £0.1184 Sport 3dr B 70.6 8.3 104 19 £0.1184 Spo

DRIVER POWER POS: 51st

2.0 316d ES

2.0 316d ES

2.0 316d SE

3.0 316d SE

2.0 316d SE

3.0 31

3 Series Gran Turismo - 4824x1828mm, EURO-NCAP N/A DRIVER POWER POS: 51st

5 Series - 4907-4998x1860-1901mm, EURO-NCAP 会会会会 DRIVER POWER POS: 47th

5 Series Gran Turismo - 5004x1901mm, EURO-NCAP N/A

as M Sport except where listed

### **DRIVER POWER POS: 47th**

2.0 auto 520d SE					-22	£380
2.0 auto 520d Luxury						£408
3.0 auto 530d SE	G	48.7	6.2	153	43	£469
3.0 auto 530d Luxury	G	48.7	6.2	153	44	£489
3.0 auto 535i Luxury	- 1	34.4	6.1	192	44	£494
3.0 auto 535d Luxury	G	47.9	5.7	154	46	£518
4.4 V8 auto 550i Luxury	K	30.7	5.0	214	46	£595
M Sport: same price as 520d l	uxury, a	dd £8	00 to	530c	53	51, 535
Luxury, add £950 to 550i Luxi						

MPG 0-60mph CO<sub>2</sub> nce group List price

# 7 Series - 5072-5212x1902mm, EURO-NCAP N/A

3.0 auto 740i SE	-	35.8	5.7	184	48	£61675
3.0 auto ActiveHybrid 7 SE	G	41.5	5.7	158	47	£66200
3.0 auto 730d SE	F	50.4	6.1	148	48	£58275
3.0 auto 740d SE	F	49.6	5.5	149	49	£65465
4.4 auto 750i SE		32.8	4.8	199	49	£71515
6.0 V12 auto 760Li SE	M	21.1	4.6	314	50:	£102015
Long wheelbase: add £3000 to						

ActiveHybrid 7, Exclusive: add £3695 to SE diesels, £3295 to M Sport diesels, M Sport: add £5275 to 740i, 750i, 730d and 740d, or £2245 to 760Li

# 2 Series Active Tourer - 4342x1800mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

1.5T 218i SE	C	57.6	9.2	115	13	£22475
2.0T 220i Sport	E	47.9	7.5	137	20	£25775
2.0T 225i xDrive auto Luxury	F	44.1	6.3	148	23	£31175
1.5 216d SE	A	74.3	10.6	99	11	£23410
2.0 218d SE	В	68.9	8.9	109	15	£24555
1.5T 220d Sport	C	64.2	7.6	115	21	£27255
Auto: add £1250 to 218i, £1420 add £1250 to SE, Luxury: add £7 to Luxury, xDrive: add £3050 to £1700 to selected models	50 to	Sport	MS	port:	add	£1000

# X1-4454x1798mm, EURO-NCAP 会会会会会

2.0 xDrive20i SE	1	37.7	7.8	176	28	£27280
2.0 sDrive16d SE	D	57.6	11.5	128	18	£24230
2.0 sDrive18d SE	D	57.6	9.6	128	22	£25330
2.0 sDrive20d EfficientDynamics	C	62.8	8.3	119	24	£26760
2.0 sDrive20d SE	D	57.6	7.8	129	24	£26760
2.0 xDrive18d SE	F	51.4	9.9	144	22	£26830
2.0 xDrive20d SE	F	51.4	8.1	145	24	£28260
2.0 xDrive25d xLine	G	47.9	6.8	155	26	£32540
2.0 xDrive25d M Sport	G	47.9	6.8	155	27	£33540
Auto: add £2165-£1550 (not 16d,	Effi	cient	Dynar	nics),	Spc	ort: add

£1000 to SE, xLine: add £2000 to SE, M Sport: add £3000 to SE

# X3 - 4657x1881mm, EURO-NCAP 会会会会 DRIVER POWER POS: 24th

2 0			
	1 136	30	£33295
6 5	9 159	39	£40060
1 5	3 157	43	£46690
	.1 5	.1 5.3 157	.6 5.9 159 39 .1 5.3 157 43 oort: add £3000

### X4 - 4657x1881mm, EURO-NCAP N/A

2.0 xDrive20d SE	E	54.3	8.1	136	31	£36880
3.0 auto xDrive30d xLine	G	49.6	5.9	159	31	£45160
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43	£50290
Auto: add £1645 to 20d, xLine:	add £	1500,	M Sp	ort: a	dd f	3000

# X5 - 4886x1938mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.4 auto xDrive50i SE	L	27.2	5.0	242	49	£60390
2.0 auto sDrive25d SE	F	50.4	8.2	149	42	£42945
2.0 auto xDrive25d SE	G	48.7	8.2	154	42	£45250
3.0 auto xDrive30d SE	G	45.6	6.9	162	44	£48250
3.0 auto xDrive40d SE	G	45.6	5.9	164	47	£50910
3.0 auto M50d xDrive	- 1	42.2	5.3	177	49	£64020
4.4 V8TT auto X5 M	M	25.4	4.2	258	50	£90170
AACanati add CAROO an Rod C	Car CAL	E EAL	ce.			

# X6 - 4909x1989mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 auto M50d xDrive	н	42.8	5.2	174	50	£66920
3.0 auto xDrive30d SE	G	47.1	6.7	157	45	£51150
3.0 auto xDrive40d SE	G	45.6	5.8	165	46	£53810
4.4 auto xDrive50i SE	K	29.1	4.8	225	49	£63065
4.4 V8TT auto X6 M	M	25.4	4.2	258	50	£93070
M Sport: add £4120 to 50i SE	or £470	0 30d	SE			

# 2 Series - 4432x1774mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 220i Sport	F	46.3	7.0	142	25	£26195
2.0 220i M Sport	F	44.8	7.0	148	26	£27545
2.0 228i M Sport	G	42.8	5.8	1544	30	£28410
3.0 M235i	J	34.9	5.0	189	39	£34535
2.0 218d SE	C	65.7	8.9	114	20	£24415
2.0 218d M Sport	C	62.8	8.9	119	21	£26765
2.0 220d Sport	C	62.8	7.2	119	24	£27015
2.0 220d M Sport	D	58.9	7.2	125	25	£28365
2.0 auto 225d M Sport	D	60.1	6.3	124	33	£33870
Auto: add £1535 to 220i, £15 add £1000 to SE, Convertible						

# 4 Series - 4638x1825mm, EURO-NCAP N/A DRIVER POWER POS: 19th

2.0 420i SE	F	46.3	7.3	144	30	£3012
2.0 420i Luxury	F	46.3	7.3	144	30	£3262
2.0 428i SE	G	42.8	5.9	154	33	£3352
3.0 428i Luxury	G	42.8	5.9	154	34	£3602
3.0 435i Luxury	- 1	35.8	5.4	185	36	£4172
3.0 435i M Sport	- 1	35.8	5.4	185	36	£4236
2.0 420d SE	D	60.1	7.5	124	29	£3249
2.0 420d Luxury	D	60.1	7.5	124	30	£3499
2.0 425d SE	E	56.5	6.7	131	34	£3543
2.0 425d Luxury	E	56.5	6.7	131	34	£3793
3.0 auto 430d Luxury	D	57.6	5.5	129	40	£4031
3.0 auto 430d M Sport	D	57.6	5.5	129	40	£4094
3.0 auto 435d xDrive Luxury	F	52.3	4.7	143	41	£4524
3.0 auto 435d xDrive M Sport	F	52.3	4.7	143	41	£4574
3.0TT M4	K	32.1	4.3	204	42	£5705

3.01T IM4

Auto: add £1515-£1360, XDrive: add £1530 × 420, £1500 × 4200 × 4

Eco band	MPG	0-60mph	CO <sub>2</sub>	dnod an	List price
-		_		Insuran	=

Z4 - 4239-4244x1790mm, EUR DRIVER POWER POS: N/A	O-NCA	P N/A	
2.0 sDrive 18i	G	41.5	7.

2.0 sDrive18i	G	41.5	7.9	159	38	£2774
2.0 sDrive20i	G	41.5	6.9	159	38	£2984
2.0 sDrive28i M Sport	G	41.5	5.7	159	40	£3739
3.0 sDrive35i M Sport	K	30.1	5.2	219	41	£4300
3.0 DCT sDrive35i5	K	31.4	4.8	210	43	£4595
Auto: add £1890, M Sport: ac	id £3885	to 18	, £31	65 to	20	model

# 6 Series - 4894x1894mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 auto 640i SE	1	37.2	5.3	176	47	£60630
3.0 auto 640d SE	F	52.3	5.3	143	48	£62295
4.4 V8 auto 650i Sport	K	32.1	4.6	206	50	£69790
4.4 V8TT DCT M6	L	28.5	4.2	231	50	£92350
Convertible: add £4700-£59	00, Gran	Coupe	e: san	ne pri	ce a	s Coupe
M Sport: add £3600 to SE, ad						

# i8 - 4689x1942mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.5 TT/eDrive auto i8	A 113.0 4.4	59	50	£9989

### CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2 Warranty: 1 year

# Seven - 3100-3300x1270-1505mm, EURO-NCAP N/A DRIVER POWER POS: N/A

660ccT 160	57.6	6.5	114 N/A £18995
1.6 270	N/A	5.0	N/A N/A £22995
2.0 360	NA	4.8	N/A N/A £26995
2.0 420	N/A	3.8	N/A N/A £29995
2.0 S/C 620R	N/A	2.8	N/A N/A £49995
S Pack: add £2995, R Pack: add £3995 kit: £3000 less than factory build	, SV ch	assis:	add £2500, DIY

# CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: N/A Warranty: 5 years/100000 miles

# Camaro - 4837x1917mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.2 V8 Coupe	M 20.0	5.2	329	48	£3534
Auto: add £1500, Convertible: add	d £5000				

# Corvette - 4493x1877mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.2 V8 Stingray Coupe	M 23.5	3.8	279	50	£655
6.2 V8 Stingray Convertible	M 23.1	3.8	283	50	£7007

# CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196
Warranty: 3 years/6000 miles
C-Zero - 3475x1475mm, EURO-NCAP \*\*\*
DRIVER POWER POS: N/A

64hp auto C-Zero	A N/A	15.9	0	28	£21216
- 20					

# C1 - 3466x1884mm, EURO-NCAP \*\*\* DRIVER POWER POS: 96th

1.0 VTi (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTi (68) Feel 3dr	A	68.9	14.3	95	6	£9595
1.0 VTi (68) Flair 3dr	A	68.9	14.3	95	7	£10285
1.0 VTi (68) S&S Flair 3dr	A	74.3	14.3	88	7	£10535
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	11	£10635
1.0 VTi (68) ETG Flair 5dr	A	67.3	14.6	97	7	£11185
5dr: add £400 to Feel/Flair 3dr, A	Airscape	: add	£1601	o sel	ect r	nodels

# C3 - 3941x1728mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 163rd

1.0 PureTech (68) VT	A 65	7 14.2	99	8	£11075
1.4 HDi (70) VT	A 74	.3 13.7	99	10	£13230
1.0 PureTech (68) VTR+	B 64	2 14.2	102	9	£12495
1.2 PureTech (82) VTR+	B 62	.8 14.2	107	12	£13515
1.4 PureTech (82) ETG auto VTR+	A 51	4 13.2	99	12	£14135
1.4 HDi (70) VTR+	A 74	.3 13.7	99	10	£14590
1.4 e-HDi (70) ETG auto VTR+	A 83	.1 16.2	87	10	£15210
1.6 e-HDi (90) VTR+	A 76	3 12.5	95	18	£15390
1.2 PureTech (82) Selection	B 62	.8 14.2	107	12	£13865
1.6 e-HDi (90) Selection	A 76	.3 12.5	98	18	£15740
1.6 VTi (120) auto Exclusive	F 42	8 10.9	150	19	£16250
1.2 PureTech (110) S&S Exclusive	B 60	1 10.6	107	18	£15640
1.6 BlueHDi (100) Exclusive	A 83	.1 11.8	87	19	£16790
1.6 e-HDi (90) Exclusive	A 76	.3 12.5	98	18	£16240
ETG6 auto: add £620 to e-HDi (90	) Exclu	sive			

# DS 3 - 3948-3962x1715-1717mm, EURO-NCAP 会会会会 DRIVER POWER POS: 67th

B	62.8	14.2	104	9	£12865
В	60.1	9.6	107	19	£15630
F	43.5	10.9	150	16	£16630
A	76.3	12.5	95	16	£15820
D	50.4	7.5	129	26	£17500
D	50.4	7.5	129	26	£19000
A	78.5	10.4	94	24	£19320
D	50.4	7.5	129	27	£22900
A	78.5	10.4	94	24	£23220
dels).	DSire	£900	less	than	n DSport
	F A D D A D A	B 60.1 F 43.5 A 76.3 D 50.4 D 50.4 A 78.5 D 50.4 A 78.5	B 60.1 9.6 F 43.5 10.9 A 76.3 12.5 D 50.4 7.5 D 50.4 7.5 A 78.5 10.4 D 50.4 7.5 A 78.5 10.4	B 60.1 9.6 107 F 43.5 10.9 150 A 76.3 12.5 95 D 50.4 7.5 129 D 50.4 7.5 129 A 78.5 10.4 94 D 50.4 7.5 129 A 78.5 10.4 94	B 62.8 14.2 104 9 B 60.1 9.6 107 19 F 43.5 10.9 150 16 A 76.3 12.5 95 16 D 50.4 7.5 129 26 A 78.5 10.4 94 24 D 50.4 7.5 129 27 AF 8.5 10.4 94 24 B 50.4 7.5 129 27 AF 8.5 10.4 94 24

### C4 - 4329x1789mm, EURO-NCAP

DRIVER POWER POS: 98th						
1.2 PureTech (110) Touch	В	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Feel	A	85.6	11.5	86	20	£17545
1.2 PureTech (130) S&S Flair	В	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

# C4 Cactus - 4157x1729mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	8	61.4	12.9	105	9	£129
the canadiscent from toward	_	9111	1800	100	100	-

1.2 PureTech (82) Touch	В	61.4	12.9	105	9	£13490
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.2 PureTech (82) Feel	В	61.4	12.9	105	9	£14690
1.2 PureTech (82) S&S ETG Feel	A	65.7	15.0	98	7	£15390
1.2 PureTech (110) S&S Feel	В	60.1	9.3	107	15	£15890
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	£16690
1.6 e-HDi (92) ETG6 Feel	A	80.7	11.4	92	16	£16890
Flair: add £1400 to Feel						

# DS 4 - 4275x1810mm, EURO-NCAP 公会会会会 DRIVER POWER POS: 123rd

1.6 e-HDi (115) DSign	C	60.1	12.4	113	18	£1942
1.6 e-HDi (115) DStyle	C	64.0	12.4	113	18	£2197
1.6 VTi (120) DSign	F	46.0	12.2	144	14	£1785
1.6 THP (200) DSport	F	44.0	8.5	149	31	£2340
1.6 THP (160) ETG6 DStyle	-	44.0	9.9	178	21	£2176
1.6 VTi (120) DStyle	F	46.0	12.2	144	15	£1990
2.0 HDi (160) DSport	E	55.0	9.3	134	24	£2370
2.0 HDi (160) DStyle	E	55.0	9.3	134	23	£2270
Auto: add £1600 to HDi (160), a	dd £5	00 to	e-HD	(115	)	

1.6 HDi (115) VTR Techno Pack	D	56.5	11.6	125	20	£21670
2.0 HDi (160) VTR+ Techno Pack	D	57.6	9.1	129	25	£24070
2.0 HDi (160) Exclusive Techno	D	57.6	9.1	129	25	£25670
Auto: add £700 to 1.6 HDi, add £ £1100. VTR+: add £1200 to VTR	1,50	5 to 2	OH O.	, (5	Tour	er: add

1.6 BlueHDi (120) DSign	В	64.2	12.2	102	21	£23260
1.6 e-HDi (115) ETG6 DStyle	C	64.2	12.2	112	18	£25890
1.6 BlueHDi (120) DStyle	В	64.2	12.2	105	22	£25890
2.0 HDi (160) DStyle	Ε	55.4	8.5	133	24	£26895
2.0 HDi auto Hybrid4 (200) DStyle	8	68.9	8.3	107	27	£31600
1.6 THP (200) DSport	G	42.2	8.5	155	27	£28920
2.0 HDi (160) DSport	E	55.4	8.5	133	24	£28955
1.6 BlueHDi (180) auto DSport	C	64.2	9.2	118	30	£31580
2.0 HDi auto Hybrid4 (200) DSpor	tB	68.9	8.3	102	28	£33700
Auto: add £1505 to HDi (160), Blu	eH	Di (12	0): sar	ne pr	ice a	s e-HDi
(115), BlueHDi (180): add £1125 to	2.	HDi	(160)			

# Berlingo Multispace - 4380x1810mm, EURO-NCAP☆☆☆ DRIVER POWER POS: 126th

1.6 VTi (95) VT	G	42.0	13.8	155	5	£13285
1.6 HDi (75) VTR	E	53.3	14.3	135	4	£14655
1.6 HDi (90) VTR	E	53.3	14.3	135	7	£15105
1.6 e-HDi (90) ETG6 VTR	C	58.4	14.3	120	9	£15875
1.6 HDi (90) XTR	E	53.3	14.3	135	8	£17155
1.6 e-HDi (90) ETG6 XTR	C	58.4	14.3	120	9	£17525
1.6 HDi (115) XTR	E	53.3	12.1	134	10	£17905

# C3 Picasso - 4078x1730mm, EURO-NCAP 会会会会 DRIVER POWER POS: 108th

1.4 VTi (95) VT	F	44.8	12.2	145	10	£13080
1.6 HDi (115) Exclusive	D	58.8	11.2	125	15	£18050
1.6 HDi (90) Exclusive	8	67.2	13.5	107	10	£17330
1.6 HDi (90) VTR+	8	67.2	13.5	107	10	£16230
1.6 VTi (120) ETG6 VTR+	E	47.1	11.5	137	13	£16715
1.6 VTi (120) Exclusive	F	44.1	10.9	149	13	£17095
ETG6 auto: add £1650 to VTi						add
£1485 to VT Selection specia	edition	narid:	F2711	to V	т	

1.6 VTi (120) VTR	F	44.8	12.3	145	14	£17760
1.6 HDi (90) VTR	В	67.3	12.9	110	15	£18450
1.6 VTi (120) VTR+	F	44.8	12.3	145	15	£19020
1.6 HDi (90) VTR+	В	67.3	12.9	110	15	£19710
1.6 e-HDi (115) ETG6 VTR+	A	74.3	13.7	98	15	£20410
1.6 e-HDi (115) VTR+	В	70.6	11.8	105	18	£20510
1.6 THP (165) Exclusive	D	50.4	8.4	130	21	£22670
1.6 e-HDi (115) Exclusive	B	70.6	11.8	105	17	£21810
2.0 BlueHDi (150) Exclusive	В	67.3	9.8	102	24	£23010
Auto: add £500 to e-HDi (115),		10001	o Blu	eHDi	(15	0),

# Grand C4 Picasso - 4597x1826mm, EURO-NCAP N/A DRIVER POWER POS: 77th

1.6 VTi (120) VTR	F	44.8	12.6	145	13	£19460
1.6 HDi (90) VTR	A	67.3	12.9	98	15	£20850
1.6 VTi (120) VTR+	F	44.8	12.3	145	13	£20720
1.6 HDi (90) VTR+	В	67.3	12.9	105	15	£22110
1.6 e-HDi (115) ETG6 VTR+	A	74.3	13.7	98	15	£22710
1.6 e-HDi (115) VTR+	В	70.6	11.8	104	18	£22210
1.6 THP (165) Exclusive	D	50.4	8.7	130	20	£24370
1.6 e-HDi (115) Exclusive	8	70.6	11.8	105	18	£23510
2.0 BlueHDi (150) Exclusive	В	67.3	9.8	102	24	£24710
Auto: add £500 to e-HDi (115), Exclusive+: add £2400 to Exclusive		1000 t	o Blu	eHDi	(15	0),

### DACIA

www.dacia.co.uk /Brochure: 0800 991199 / Dealers: 127 Warranty: 3 years/60000 miles

### ro - 4057x1733mm FURO-NCAP DRIVER POWER POS: 53rd

1.2 16v (75) Access	E	48.7	14.5	135	2	£5995
1.2 16v (75) Ambiance	E	48.7	14.5	135	2	£6795
0.9 TCe (90) Ambiance	C	56.5	11.1	116	6	£7595
1.5 dCi (90) Ambiance	A	74.3	12.1	99	8	£8595
Laureate: add £1400 to Amb	iance, La	ureat	te Prir	ne: ac	id £	500 to

# Sandero Stepway - 4057x1733mm, EURO-NCAP N/A DRIVER POWER POS: 53rd

Dill'Ent Gilent Galasia						
0.9 TCe (90) Ambiance	D	52.3	11.1	124	7	£8395
1.5 dCi (90) Ambiance	8	70.6	12.1	105	10	£9395
Laureate: add £1800 to Ambiance						

# Logan - 4450x1740mm, EURO-NCAP

1.2 16v (75) Access	E 48.7 14.5 135 4	£6995

					_	
1.2 16v (75) Ambiance	E	48.7	14.5	135	4	£779
0.9 TCe (90) Ambiance	C	56.5	11.1	116	9	£8595
1.5 dCi (90) Ambiance	A	74.3	12.1	99	11	£959
Laureate: add £1400 to Amb	iance, L	aurea	te Pri	me: a	dd £	500 to
Laureate						

# Duster - 4316x1822mm, EURO-NCAP N/A DRIVER POWER POS: 91st

1.6 16v (105) Access 2WD	G	39.8	11.5	165	6	£9495
1.5 dG (110) Ambiance 2WD						£11995
1.5 dCi (110) Laureate 2WD	D	56.5	11.8	130	11	£13495

# **FERRARI**

www.ferrari.com / Brochure: 01753 878 700 / Dealers: 13 Warranty: 3 years/unlimited miles

# California - 4563x1902mm, EURO-NCAP N/A DRIVER POWER POS: N/A

L 26.9 3.6 250 50 £155230

# 458 - 4527x1937mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.5 V8 DCT 458 Italia	M 21.0	3.4	307	50 £178561
4.5 V8 DCT 458 Spider	M 24.0	3.4	275	50 £199007
4.5 V8 DCT 458 Speciale	M 23.9	3.0	275	50 £208100
4.5 V8 DCT 458 Speciale A	M 23.9	3.0	275	50 £228682
HELF: add £984 to Italia/Spider				

DRIVER POWER POS: N/A				
6.3 V12 DCT F12berlinetta	M 18.8	3.1	350	50 £240093

# FF - 4907x1953mm, EURO-NCAP N/A

DRIVER FOWER FOS. 10A			
6.3 V12 DCT 4x4 FF	M 17.0	3.7	380 50 £227170

# FIAT

www.fiat.co.uk / Brochure: 00800 3428 0000 / Dealers: 160 Warranty: 3 years/60000 miles

# Panda - 3653x1643mm, EURO-NCAP

1.2 Pop	C	54.3	14.2	120	4	£9095
1.3 Multijet Pop	В	72.4	12.8	104	5	£11295
1.2 Easy	C	54.3	14.2	120	5	£9895
1.3 Multijet Easy	В	72.4	12.8	104	9	£12095
875cc TwinAir Easy	A	67.3	11.2	99	8	£11095
1.2 Lounge	C	54.3	14.2	120	5	£10395
1.3 Multijet Lounge	В	72.4	12.8	104	9	£12595
875cc TwinAir Lounge	A	67.3	11.2	99	4	£11595
875cc TwinAir Trekking	В	61.4	11.5	105	6	£12795
875cc TwinAir 4x4	C	57.6	12.1	114	7	£14295
1.3 Multijet 4x4	D	67.3	14.5	125	7	£15295
875cc TwinAir 4x4 Cross	C	57.6	12.0	114	10	£15945
1.3 Multijet 4x4 Cross	D	60.1	14.3	125	9	£16945

# 500 - 3546x1627mm, EURO-NCAP 会会会会 DRIVER POWER POS: 87th

875cc TwinAir (85) Lounge	A	70.6	11.0	92	10	£131
875cc TwinAir (85) Color Therapy	A	70.6	11.0	92	10	£123
875cc TwinAir (105) Lounge	A	67.3	10.0	99	15	£136
1.2 (69) Lounge	C	58.9	12.9	113	6	£117
1.2 (69) Pop	C	58.9	12.9	113	5	£103
1.2 (69) Colour Therapy	C	59.0	12.9	113	7	£111
1.3 Multijet (95) Lounge	A	76.3	10.7	97	15	£141

1.3 Multijet (95) Pop A 76.3 10.7 97 13 £12720 Auto: add £750 to 1.2, TwinAir (85), 500C: add £2700-£3000, 5: add £150 to Lounge, Cult: add £1500 to Lounge

# 500L - 4147x1784mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.4 Pop	F 45.6	12.8	145	10	£13040
1.4 Pop Star	F 45.6	12.8	145	10	£15200
875cc TwinAir Pop Star	B 60.1	12.3	109	11	£16690
1.4 T-Jet Pop Star	G 40.9	10.2	159	16	£17195
1.3 Multijet Pop Star	B 56.5	10.7	110	8	£16690
1.6 Multijet (105) Pop Star	C 62.8	11.3	112	17	£17690
1.6 Multijet (120) Pop Star	C 61.4	10.7	117	18	£18190
1.4 Trekking	F 44.1	13.2	149	8	£17300
875cc TwinAir Trekking	C 55.4	12.6	119	9	£18790
1.4 T-Jet Trekking	G 40.4	11.0	163	11	£19295
1.3 Multijet Trekking	€ 56.5	10.7	114	7	£18790
1.6 Multijet (105) Trekking	D 62.8	12.0	122	15	£19790
1.6 Multijet (120) Trekking	D 62.8	11.0	125	15	£20290
Auto: add £900 to 1.3 M'jet, Lo MPW: add £900 (not Trekking					

DRIVER POWER POS: N/A				
1.2 8v (69) Pop 3dr	D	52.3	14.4	126
4 5 6 4500 5 5 5	-	20 D	777	120

1.2 0V (03) FOP 3UI	_	32.3	FURNISH.	120	U	LIVIA
1.2 8v (69) Easy 3dr	D	52.3	14.4	126	6	£1127
1.4 (77) Easy 3dr	E	49.6	13.2	132	8	£1168
1.4 (77) Jet Black 2 3dr	E	49.6	13.2	132	8	£1212
1.3 Multijet (85) Easy 3dr	A	80.7	13.1	90	13	£1377
5dr: add £600 to 3dr, GBT: add	£500 t	o Easy	1			

### 1.3 Multijet (75) Active B 68.9 15.2 107 5 £13405

			£14405
422			
12.2	107	8	£14815
12.2	107	8	£15315
			12.2 107 8

# Doblo - 4390x1832mm, EURO-NCAP ☆☆☆ DRIVER POWER POS: N/A

1.4 (95) Eleganza	H	39.0	15.4	166	5	£15280
1.4 (95) MyLife	н	39.0	15.4	166	5	£14480
1.6 Multijet (105) Eleganza	E	54.0	13.4	138	11	£17780
1.6 Multijet (105) MyLife	E	54.0	13.4	138	11	£16980

					프	
2.0 Multijet (135) Eleganza	F	50.0	11.3	150	13	£1
Auto: add £800 to M'jet, Maxi: a	dd i	720,	ligh R	loof:	add	£88

# 500X - 4248-4273x1796mm, EURO-NCAP

1.6 E-torQ (110) Pop	F	44.8	N/A	147	7	£14595
1.6 E-torQ (110) Popstar	F	44.8	N/A	147	8	£16345
1.4 MultiAir II (140) Popstar	E	47.1	9.8	139	11	£17595
1.6 Multijet II (120) Popstar	B	68.9	10.5	109	13	£19095
1.4 MultiAir II (140) Cross	E	47.1	9.8	139	15	£18595
1.6 Multijet II (120) Cross	B	68.9	10.5	109	14	£20095
2.0 Multijet II (140) AT 4WD Cross	F	51.4	9.8	144	15	£24095
1.4 MultiAir II (140) Lounge	E	47.1	9.8	139	11	£19345
1.6 Multijet II (120) Lounge	B	68.9	10.5	109	14	£20845
1.4 MultiAir II (140) Opening Ed	E	47.1	9.8	139	13	£17595
Cross Plus: add £1750 to Cross			-			

# FORD

www.ford.co.uk / Brochure: 0845 841 1111 / Dealers: 781 Warranty: 3 years/60000 miles

# Ka - 3620x1658mm, EURO-NCAP \*\*\* DRIVER POWER POS: N/A

1.2 (69) Studio	C	58.0	13.2	115	3	£8945
1.2 (69) Edge	C	58.0	13.2	115	3	£9945
1.2 (69) Zetec	C	58.0	13.2	115	3	£10695
1.2 (69) Titanium	C	58.0	13.2	115	3	£1119
1.2 (69) Metal	C	58.0	13.2	115	3	£1144
Studio Connect add (SM	to Studio	GD III-	ramo	price	ar	Motal

# Fiesta - 3950-3953x1722mm, EURO-NCAP

1.25 (60) Studio 3dr	-	54 2	16 0	120	2	£10145
1.25 (60) Style 3dr		54.3		120	4	£11845
1.25 (82) Style 3dr		54.3		120	7	£12345
1.5 TDCi (75) Style 3dr		76.4			12	
1.6 TDCi (95) Style ECOnetic 3dr		85.6				£14945
1.25 (82) Zetec 3dr		54.3			7	£13095
1.0 (80) S/S Zetec 3dr		65.7		99	6	£13595
1.0T EcoBoost (100) S/S Zetec 3dr		65.7		99	11	£14095
1.6 (105) Powershift Zetec 3dr		47.9				£14845
1.5 TDG (75) Zetec 3dr		76.4		98		£14595
1.6 TDCi (95) Zetec ECOnetic 3dr	A	85.6	12.9	87	12	£15495
1.0T EcoBst (125) S/S Zetec S 3dr	A	65.7	9.4	99	11	£15645
1.6 TDCi (95) Zetec S 3dr	A	78.5	11.7	95	12	£16145
1.0 (80) S/S Titanium 3dr	A	65.7	13.3	99	7	£14595
I.OT EcoBoost (100) S/S Titan 3dr	A	65.7	11.2	99	11	£15095
1.0T EcoBoost (125) S/S Titan 3dr	A	65.7	9.4	99	15	£15595
1.6 (105) Powershift Titanium 3dr	E	47.9	10.5	138	12	£15845
1.5 TDCi (75) Titanium 3dr	A	76.4	13.5	98	9	£15595
1.6 TDCi (95) Titan ECOnetic 3dr	A	85.6	12.9	87	12	£16495
1.0T E'Boost (140) Zetec 5 Red 3dr	В	62.8	9.0	104	18	£16145
1.0T E'Bst (140) Zetec S Black 3dr		62.8			18	£16645
1.6T (180) EcoBoost ST 3dr		47.9				£17395
1.6T (180) EcoBoost ST-2 3dr		47.9				£18395
1.6T (180) EcoBoost ST-3 3dr						£19395
Auto: add £1250 to EcoBoost (100						
Titanium X: add £1000 to Titanium		u au	L LUC	0.00.	,	1101317

1.0T EcoBoost (100) Style	B	61.4	12.5	105	11	£17295
1.0T EcoBoost (100) Titanium	B	61.4	12.5	105	12	£19795
1.0T EcoBoost (125) Titanium	B	60.1	11.0	108	14	£20295
1.0T EcoBoost (100) Zetec	В	61.4	12.5	105	11	£18295
1.0T EcoBoost (125) Zetec	В	60.1	11.0	108	14	£18795
1.5 TDCi (95) Style	A	74.3	12.0	98	13	£17995
1.5 TDCi (120) Titanium	A	74.3	8.9	98	16	£20995
1.5 TDCi (120) Zetec	A	74.3	8.9	98	16	£19495
1.5T EcoBoost (150) Titanium	D	51.4	8.9	127	19	£20795
1.5T EcoBoost (150) Zetec S	D	51.4	8.9	127	19	£20545
1.6 (85) Studio	E	47.9	14.9	136	6	£13995
1.6 (105) Style	E	47.9	12.3	136	11	£16795
1.6 (125) Powershift Style	F	44.8	11.7	146	13	£18545
1.6 TDCi (95) Style	B	67.3	12.5	109	11	£17895
1.6 TDCi (115) Titanium	B	67.3	10.8	109	15	£20895
1.6 TDCi (115) Zetec	B	67.3	10.8	109	15	£19395
1.6 (125) Powershift Titanium	F	44.8	11.7	146	13	£21045
1.6 (125) Powershift Zetec	F	44.8	11.7	146	13	£19545
1.5T (182) EcoBoost Titanium X	D	51.4	8.6	127	22	£23520
2.0T EcoBoost (250) ST-1	G	41.5	6.5	159	33	£22195
2.0 TDCi (185) ST-1	B	67.3	8.1	110	24	£22195
107kW Focus Electric	A	N/A	11.0	0	20	£28580
Estate: add £1100, Zetec S: add £1 £2000 to Titanium (not 1.5T EcoB Powershift), ST-2: add £1500 to ST	005	t (150)	, 1.6	TDCi,	1.6	

# Mondeo - 4869x1852mm, EURO-NCAP 会会会会会 DRIVER POWER POS: N/A

1.5T (160) EcoBoost Zetec	E	48.7	9.2	134	23	£21045
1.6 TDCi (115) ECOnetic Style	A	78.5	12.1	94	17	£20795
1.6 TDCi (115) ECOnetic Titanium	A	78.5	12.1	94	17	£22995
1.6 TDCi (115) ECOnetic Zetec	A	78.5	12.1	94	17	£21795
2.0 TDCi (150) ECOnetic Style	B	68.9	9.4	107	23	£21545
2.0 TDCi (150) ECOnetic Titanium	B	68.9	9.4	107	23	£23745
2.0 TDCi (180) Titanium	C	64.2	8.3	115	27	£24245
2.0 TDG (180) Vignale 4dr	C	62.8	8.3	117	N/A	£29045
2.0 TDCi (210) auto Vignale 4dr	D	56.5	7.9	130	N/A	£31295
2.0 TDCi (150) ECOnetic Zetec	B	68.9	9.4	107	23	£22545
2.0T E'Boost (240) auto Titanium	H	38.7	7.9	169	29	£25745
2.0 TiVCT (187) Hybrid 4dr	A	67.3	9.2	99	21	£24995
2.0T E'Boost (240) aut Vignale 4dr	H	38.2	7.9	171	NA	£30550
2.0 TiVCT (187) Hybrid Vignale 4d	A	67.3	9.2	99	N/A	£29795
Auto: add £1500 to 1.5T EcoBoost Estate: add £1250, 4WD: add £150						

# Tourneo Connect - 4418-4818x1966mm EURO-NCAP 会会会会DRIVER POWER POS: N/A

D	50.4	140	129	7	£14445
D	56.5	14.7	130	12	£16595
D	58.9	12.1	130	10	£17195
D	56.5	14.7	130	8	£17595
D	58.9	13.9	130	11	£18195
	35.3	10.9	184	11	£19115
6 TDCi	(95), (	irand	Tour	neo	
(not 1.	6 TDC	(95)	Titan	ium	), seven
			1000		
neo co	nnect				
	D D D D I 6 TDCi	D 56.5 D 50.4 D 56.5 D 58.9 D 56.5 D 58.9 I 35.3 6 TDCI (95), G (not 1.6 TDCI	D 56.5 14.7 D 50.4 14.0 D 56.5 14.7 D 58.9 12.1 D 56.5 14.7 D 58.9 13.9 I 35.3 10.9 6 TDCI (95), Grand	D 56.5 14.7 130 D 50.4 14.0 129 D 56.5 14.7 130 D 58.9 12.1 130 D 58.9 13.9 130 I 35.3 10.9 184 6 TDCi (95), Grand Tour, (not 1.6 TDCi (95) Titan	D 50.4 14.0 129 7 D 56.5 14.7 130 8 D 50.4 14.0 129 9 D 56.5 14.7 130 12 D 58.9 12.1 130 10 D 56.5 14.7 130 8 D 58.9 13.9 130 11 I 35.3 10.9 184 11 i 35.3 10.9 184 11 i 6TDCI (95), Grand Tourneos (ricot 1.6 TDCI (95) Titanium

For car insurance you can rely on call 0800 404 8724







### B-MAX - 4077x1751mm EURO-NCAP 会会会会 DRIVER POWER POS: 128th

1.4 (90) Studio	E	47.1	13.8	139	7	£13095
1.4 (90) Zetec	E	47.1	13.8	139	8	£14895
1.0T (100) EcoBoost Zetec	C	55.4	13.2	119	9	£15495
1.0T (125) EcoBoost Zetec	C	57.7	11.2	114	12	£16095
1.6 (105) Powershift Zetec	F	44.1	12.1	149	10	£16595
1.5 TDCi (75) Zetec	В	68.9	16.5	109	8	£16295
1.6 TDCi (95) Zetec	В	70.6	13.9	104	11	£16795
Titanium: add £1400 to Zetec					Tita	nium X:

### C-MAX - 4380x1828mm, EURO-NCAP 会会会会 DRIVER POWER POS: 80th

1.6 Ti-VCT (105) Zetec	E	44.1	12.6	149	11	£1765
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	10	£1815
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	13	£1865
1.6 TDCi (115) Zetec	C	62.8	11.3	117	16	£1915
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	10	£1965
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	13	E2015
1.6T EcoBoost (150) Titanium	F	45.6	9.4	144	19	£2085
1.6 TDCi (115) Titanium	C	62.8	11.3	117	16	£2065
2.0 TDCi (140) Titanium	D	57.7	9.6	125	20	£2172
1.6T EcoBoost (182) Titanium X	F	45.6	8.5	144	19	£2360
2.0 TDCi (163) Titanium X	D	57.7	8.6	129	20	£2422
Auto: add £1375 to 2.0 TDCi, Tita				000 t	01.	0

# Grand C-MAX - 4520x1828mm, EURO-NCAP ★☆☆☆☆

1.6 Ti-VCT (105) Zetec	F	44.1	12.6	149	11	£19245
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	10	£19745
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	13	£20245
1.6 TDCi (115) Zetec	C	62.8	11.3	117	16	£20745
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	10	£21045
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	13	£21545
1.6T EcoBoost (150) Titanium	F	45.6	9.4	144	19	£22250
1.6 TDCi (115) Titanium	C	62.8	11.3	117	16	£22045
2.0 TDCi (140) Titanium	D	57.7	9.6	125	20	£23120
1.6T EcoBoost (182) Titanium X	F	45.6	8.5	144	19	£24995
2.0 TDCi (163) Titanium X	D	57,7	8.6	129	20	£25620
2.0 TDCi (140) Zetec	E	55.4	10.1	134	20	£21950
Auto: add £1375 to 2.0 TDCi, Tita	niu	nX:a	dd £2	000 t	01.	0
EcoBoost (125) Titanium and 1.6	TDC	i Titar	nium			

# S-MAX (NEW) -, EURO-NCAP N/A

1.5 EcoBoost (160) Zetec	F	43.5	9.9	149 N/A	£2454
2.0 TDCi (120) Zetec	D	56.5	13.4	129 N/A	£2524
2.0 TDCi (150) Zetec	D	56.5	10.8	129 N/A	£2599
1.5 EcoBoost (160) Titanium	F	43.5	9.9	149 N/A	£2624
2.0 TDCi (150) Titanium	D	56.5	10.8	129 N/A	£2769
2.0 TDCi (180) Titanium	D	56.5	9.7	129 N/A	£2844
2.0 EcoBoost (240) auto Titanium	1	35.8	8.4	180 N/A	£3130
2.0 TDCi (210) aut Titanium Sport	F	51.4	8.8	144 N/A	£3226
2.0 TDCi (180) auto 4WD Tit'm Spt	F	48.7	10.5	149 N/A	£3294
Auto: add £1550 to 2.0 TDCi (150)					

### Galaxy (NEW) - , EURO-NCAP N/A DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec	F	43.5	10.0	149 N/A	£26445
2.0 TDCi (120) Zetec	D	56.5	13.6	129 N/A	£27595
2.0 TDCi (150) Zetec	D	56.5	10.9	129 N/A	£28345
1.5 EcoBoost (160) Titanium	F	43.5	10.0	149 N/A	£28595
2.0 TDCi (150) Titanium	D	56.5	10.9	129 N/A	£29995
2.0 TDCi (180) Titanium	D	56.5	9.8	129 N/A	£30795
2.0 E'Boost (240) auto Titanium X	1	50.0	8.6	180 N/A	£35205
2.0 TDCi (210) auto Titanium X	F	51.4	8.9	144 N/A	£36145
Auto: add £1550 to 2.0 TDCi (not 1	120	), 400	D: add	£1550 to	2.0
TDCi (150) Titanium, add £1365 to	20	TDC	(180)	auto Tita	anium
X. Titanium X: add £3100 to Titani	un	(not	1.5 Ec	oBoost)	

### EcoSport - 4010x1765mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

1.5 (112) Titanium	F	44.8	13.3	149	10	£14995
1.0T EcoBoost (125) Titanium	D	53.3	12.7	125	11	£15995
1.5 TDCi (91) Titanium	C	61.4	14.0	120	9	£16495
Auto: add £1500 to 1.5 (112), X	Pack:	add f	1000	to Tit	aniı	um

### Ranger - 5359x1850mm, EURO-NCAP 🙀 🌣 🌣 🌣

2.2 TDCi (125) Double Cab	,	37.2	14.9	199	13	£2295
2.2 TDCi (150) Double Cab XL	K	36.2	12.3	206	11	£2364
2.2 TDCi (150) Double Cab XLT	K	36.2	12.3	206	11	£2544
2.2 TDCi (150) Double Cab Limited	K	36.2	12.3	206	12	£2774
3.2 TDCi (200) Double Cab Limited	M	29.1	10.3	256	12	£2894
3.2 TDCi (200) Dub Cab Wildtrak	M	29.1	10.3	256	12	£3038
Auto: add £1200 to 2.2 TDCi Limits	ed a	and 3	2 TD	Ci Wi	dtra	sk,
Limited 2: add £600 to Limited						

### Kuga - 4524x1838mm, EURO-NCAPN/A DRIVER POWER POS: 110th

1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£2099
1.5T (182) EcoBst auto Zetec AWI	1	36.7	9.7	179	21	£2514
2.0 TDCi (150) Zetec FWD	E	53.3	10.6	139	20	£2269
2.0 TDCi (150) Zetec AWD	G	47.9	10.7	154	21	£2419
2.0 TDCi (180) Titanium AWD	G	47.9	10.7	154	21	£2634
Auto: add £1485 to 2.0 TDCi AWD	), Ti	taniu	m: ad	d £16	50 t	0
EcoBoost Zetec (not 2.0 TDCi (150	A(	WD),	Titanii	um X	ad	d£2750
to Titanium, Titanium X Sport; ad	d£	57001	o Tita	nium	1	

### Mustang - 4784x1916mm, EURO-NCAPN/A DRIVER POWER POS: N/A

2.3T EcoBoost Fastback	35.3	5.8	179	21	£2899
5.0 V8 GT Fastback	M 20.9	4.8	299	21	£3299
Autor and C1EOO Commentible	salal canno				

# **GREAT WALL**

greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54 Warranty: 6 years/125000 miles

### Steed - 5040x1800mm, EURO-NCAP N/A DRIVER POWER POS: N/A

### HONDA

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 19 Warranty: 3 years/60000 miles

### Fco 0-60 Insurance g

### azz - 3900x1695mm, EURO-NCAP会会会会

1.2 i-VTEC 5	D	53.0	12.5	123	13	£11695
1.2 i-VTEC SE	D	52.0	12.5	125	14	£13395
1.3 IMA Hybrid auto HE	В	63.0	12.1	104	13	£17150
1.3 IMA Hybrid auto HS	В	63.0	12.1	104	13	£17650
1.3 IMA Hybrid auto HX	В	63.0	12.3	104	13	£19250
1.4 i-VTEC ES Plus	D	51.0	11.5	126	16	£14895
1.4 I-VTEC EX	D	50.0	11.8	129	16	£15995
1.4 i-VTEC Si	D	51.0	11.5	128	16	£14995
Auto: add £1100 to 1.4. T-spec: ac	dd £99	StoS	SE ES	FX.	FXI	and IMA

# Civic - 4300x1770mm, EURO-NCAP

1.4 i-VTEC S	D	52.3	13.4	129	8	£1597
1.8 i-VTEC S	E	48.7	9.1	137	16	£1763
1.8 i-VTEC SE Plus	F	46.3	9.1	145	16	£1956
1.8 i-VTEC SR	F	46.3	9.1	145	17	£2213
1.8 i-VTEC Sport	F	46.3	9.1	145	17	£1961
1.6 i-DTEC S	A	78.5	10.5	94	18	£1877
1.6 i-DTEC SE Plus	A	78.5	10.5	94	18	£2057
1.6 i-DTEC Sport	A	76.3	10.5	98	18	£2082
1.6 i-DTEC SR	A	78.5	10.5	94	18	£2314
2.0T VTEC Type R		N/A	5.7	N/A	N/A	£2999
2.0T VTEC Type R GT		N/A	5.7	N/A	NA	£3229
Auto: add £1400-£1415 to						

Plus: add £1800 to 1.8 i-VTEC SR, £2000 to 1.6 i-DTEC SR, Civic Tourer: add £1000-£1550 (not 1.4, Type R)

# Accord - 4725x1840mm, EURO-NCAP

2.0 i-VTEC ES	G	41.0	9.4	159	23	£23200
2.0 i-VTEC EX	G	40.0	9.9	162	24	£26580
2.2 i-DTEC ES	E	53.0	9.4	138	24	£25400
2.2 I-DTEC EX	F	52.0	9.5	141	25	£28795
2.2 i-DTEC Type 5	F	50.0	8.8	147	28	£31435
2.4 i-VTEC EX	1	33.0	8.1	199	26	£27885
Auto: add £1610 to 2.0 FV (not Type S), Tourer: add £						

### CR-V - 4570x1820mm, EURO-NCAP 会会会会 DRIVER POWER POS: 21st

2.0 i-VTEC S 2WD	н	39.2	10.0	168	24	£22340
2.0 i-VTEC SE 4WD	н	38.2	10.2	173	24	£25610
2.0 i-VTEC SR 4WD	- 1	37.2	10.2	177	25	£28590
2.0 I-VTEC EX 4WD	- 1	37.2	10.2	177	25	£30435
1.6 i-DTEC (120) 5 2WD	C	64.2	11.2	115	24	£23400
1.6 i-DTEC (120) SR 2WD	C	62.8	11.2	119	25	£28495
1.6 i-DTEC (160) SE 4WD	D	57.7	9.6	129	24	£27570
1.6 i-DTEC (160) SR 4WD	E	55.4	9.8	133	24	£30625
1.6 i-DTEC (160) EX 4WD	E	55.4	9.9	133	25	£32470
Auto: add £1500 to 2.0 i-VTEC	£1780	to 1.6	i-DT	EC (1	60),	SE: add

### HYUNDAI

www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162 Warranty: 5 years/unlimited miles

# i10 - 3665x1660mm, EURO-NCAP

1.05	B	60.1	14.9	108	1	£8595
1.0 S Air	В	60.1	14.9	108	1	£9260
1.0 SE	В	60.1	14.9	108	1	£9660
1.2 SE	C	57.6	12.3	114	4	£10160
1.0 SE Blue Drive	A	65.7	15.1	98	1	£9910
1.0 Premium	В	60.1	14.9	108	1	£10360
1.2 Premium	C	57.6	12.3	114	4	£10860
Auto: add £655 to 1.2. Premiu	m SE: a	dd £1	135 to	1.2	Pres	mium

# 120 - 4035x1734mm, EURO-NCAP ★★★★

1.2 (75) S 5dr	c	58.9	13.6	112	5	£10695
1.1 CRDi (75) S Blue 5dr	A	88.3	16.0	84	6	£12445
1.2 (84) SE 5dr	C	55.4	13.1	119	6	£12725
1.4 (100) SE 5dr	D	51.4	11.6	127	10	£13325
1.1 CRDi (75) SE 5dr	В	70.6	16.0	103	6	£14225
1.4 CRDi (90) SE 5dr	В	68.9	12.1	106	10	£14725
1.2 (84) Premium 5dr	C	55.4	13.1	119	7	£13725
1.4 (100) Premium 5dr	D	51.4	11.6	127	10	£15325
1.4 CRDi (90) Premium 5dr	В	68.9	12.1	106	12	£15725
Auto: add £900 to 1.4 (100), 5	Air: ad	d £75	to S.	Pren	niun	SE: add
£1000 to Premium, i20 Coupe	e: same	orice a	as 5dr	(1.25	E a	nd 1.4
CRDi (90) only), i20 Coupe Sp	ort: sam	e pric	e as iz	0 5d	Pre	mium
(1.2 SE and 1.4 CRDI (90) only	)	(3)				

### i30 - 4300x1780mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

A STATE OF THE STA					
1.4 (100) S 5dr				138 N/A	
1.6 CRDi (110) Blue Drive S 5dr	A	78.4	11.5	94 N/A	£17195
1.4 (100) SE 5dr	E	47.1	13.2	138 N/A	£16495
1.6 (120) auto SE 5dr	G	41.5	11.9	158 N/A	£17895
1.6 CRDi (110) Blue Drive SE 5dr	A	78.4	11.5	94 N/A	£18495
1.6 (120) Premium 5dr	F	44.8	11.9	145 N/A	£20295
1.6 CRDi (136) Premium 5dr	В	70.6	10.2	104 N/A	£22295
1.6T-GDi (186) Turbo SE 3dr	Н	38.7	8.0	169 N/A	£22495
Auto: add £1300 to 1.6 CRDi SE a	nd F	remi	um, i3	0 Tourer:	add
£1100 (not 1.4), Turbo SE 5dr. add	1£5	00 to	Turbo	SE 3dr	

### i40 - 4740-4770x1815mm, EURO-NCAP 会会会会

4 7 CDD (445) DD 5		***		*****	******
1.7 CRDi (115) BD S	. 13	00.0	NIA	110 N/A	£13600
1.7 CRDi (141) BD 5	C	63.0	N/A	114 N/A	£20400
1.7 CRDi (115) BD SE Nav	B	66.0	N/A	110 N/A	£21600
1.7 CRDI (141) BD SE Nav	C	63.0	N/A	114 N/A	£22400
1.7 CRDi (115) BD Premium	C	66.0	N/A	118 N/A	£25600
1.7 CRDi (141) DCT BD Premium	D	43.0	N/A	129 N/A	£27500
Auto: add £1900 to 1.7 CRDi (141					

### ix20 - 4100x1765mm, EURO-NCAP

DRIVER POWER POS. NA						
1.4 Active	D	50.0	12.9	130	8	£1366
1.4 Classic	D	50.0	12.9	130	7	£1251
1.4 Style	D	50.0	12.9	130	8	£1461
1.4 CRDi Classic	C	66.0	14.5	114	9	£1383
1.6 CRDi Active	C	64.0	11.5	117	9	£15385
1.6 CRDi Style	C	64.0	11.5	117	9	£1633
1.6 auto Active	G	44.0	12.2	154	10	£15010
1.6 auto Style	G	44.0	122	154	10	£15966

ix35 - 4410x1820mm, EURO-NCAP 大大大大

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LATURAL CHOICE

	Eco band	MPG	0-60mph	00	Insurance group	List price
Di 2WD S	G	41.5	11.1	158	18	£1700

G	41.5	11.1	158	18	£17000
E	53.3	12.4	139	16	£18500
G	41.5	11.1	158	18	£18600
E	53.3	12.4	139	16	£20100
F	49.6	11.3	145	21	£23000
F	50.4	12.4	147	17	£22850
F	49.6	11.3	149	21	£25750
A	N/A	12.5	0	N/A	£53105
ISG: add	£180	to 1.	6 GD	i, Pre	mium
ium					
	F F A	E 53.3 G 41.5 E 53.3 F 49.6 F 50.4 F 49.6 A N/A	E 53.3 12.4 G 41.5 11.1 E 53.3 12.4 F 49.6 11.3 F 50.4 12.4 F 49.6 11.3 A N/A 12.5 ISG: add £180 to 1.	E 53.3 12.4 139 G 41.5 11.1 158 E 53.3 12.4 139 F 49.6 11.3 145 F 50.4 12.4 147 F 49.6 11.3 149 A N/A 12.5 0 ISG: add £180 to 1.6 GD	G 41.5 11.1 158 18 E 53.3 12.4 139 16 G 41.5 11.1 158 18 E 53.3 12.4 139 16 F 49.6 11.3 145 21 F 50.4 12.4 147 17 F 49.6 11.3 149 21 A N/A 12.5 0 N/A SCA M/A 12.5 0 N/A SCA M/A 12.5 0 N/A

# Santa Fe - 4690x1880mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.2 CRDi Style 2WD 5-seat	G	47.9	9.4	155	18	£27800
2.2 CRDi Style 4WD 5-seat	G	46.3	9.8	159	19	£29000
2.2 CRDi Premium 4WD 5-seat	G	46.3	9.8	159	19	£30020
2.2 CRDi Premium SE 4WD 7-seat	G	46.3	9.8	159	20	£33720
Auto: add £1705 to 4WD models.	Spy	en se	ats: a	dd £1	200	-

# Genesis - 4990x1890mm, EURO-NCAP N/A DRIVER POWER POS: N/A

M 25.2 6.5 261 42 £47995

# INFINITI

www.infiniti.co.uk / Dealers: 10 Warranty: 3 years/60000 miles

# Q50 - 4790-4800x1820mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

C	64.2	8.5	114	39	£27950
C	64.2	8.5	114	40	£30350
C	64.2	8.5	114	40	£32720
F	45.6	5.1	144	42	£40005
G	41.5	5.4	159	42	£41630
ive: a	idd £1	920 t	o SE,	Prei	nium
	C F G	C 64.2 C 64.2 F 45.6 G 41.5 ve: add£1	C 64.2 8.5 C 64.2 8.5 F 45.6 5.1 G 41.5 5.4 we: add £1920 t	C 64.2 8.5 114 C 64.2 8.5 114 F 45.6 5.1 144 G 41.5 5.4 159 we: add £1920 to SE,	ve: add £1920 to SE, Pres

# Q60 - 4655-4780x1770-1850mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.7 V6 auto Q60 Conv GT Prem	M	24.8	6.4	264	48	£45730
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246	45	£36780
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246	45	£38670
3.7 V6 auto Q60 Coupe 5 Prem	L	26.9	5.9	246	45	£41860

3.5 V6 auto Q70 Premium Hybrid	F	45.6	5.3	145	43	£42500
2.2d auto Q70 Premium	D	57.6	8.9	129	35	£32650
2.2d auto Q70 Sport	D	57.6	8.9	129	35	£35850
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	42	£44100
Tech spec add £4100 to Premium.						

# QX50 - 4635-4645x1800mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0d V6 auto QX50	K	33.2	7.9	224	46	£34488
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	£38963
3.7 V6 auto QX50 GT	M	25.0	6.4	265	46	£38449
Barrier and Corner to	CT	opposite.	iniwalion	- 000 Virgin		Santania di Santania

# QX70 - 4865x1925mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0d V6 auto QX70 GT	K 32	.8 8.3	225	47	£42370
3.0d V6 auto QX705	K 32	.8 8.3	225	47	£44470
3.7 V6 auto QX70 GT	M 23	.0 6.8	282	50	£42525
3.7 V6 auto QX705	M 23	.0 6.8	282	47	£44625
5.0 V8 auto QX70S Premium	M 22	.0 5.8	307	50	£54025
Dramium spac add CAASO to CT	and Cm	adale			

### ISUZU

www.isuzu.co.uk / Brochure: 08446 626 640 / Dealers: 97 Warranty: 5 years/125000 miles

2.5D Eiger Double Cab	J	38.7	N/A	194	9	£23042
2.5D Yukon Double Cab	J	38.7	NA	194	9	£24242
2.5D Blade Double Cab	1	38.7	NA	194	9	£29938
2.5D Utah Double Cab	J	38.7	N/A	194	9	£26043
Auto: add £1200 to Yukon Litah	_	110000	-	111200	777	-

# JAGUAR

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97 Warranty: 3 years/unlimited miles

### XE - 4672x1850mm, EURO-NCAP N/A DRIVER POWER POS: N/A

		7.9	99	11	£29775
A	75.0	7.9	99	24	£32325
A	75.0	7.9	99	24	£32975
B	67.3	7.4	109	25	£30275
В	67.3	7.4	109	27	£33025
B	67.3	7.4	109	27	£33675
-	37.7	7.1	179	24	£26995
-1	37.7	7.1	179	27	£29745
-1	37.7	6.5	179	29	£33095
-	37.7	6.5	179	29	£33745
1	34.9	4.9	194	35	£44870
				entre e	200 H 100 C
	A B B I I I	A 75.0 B 67.3 B 67.3 I 37.7 I 37.7 I 37.7 J 34.9	A 75.0 7.9 B 67.3 7.4 B 67.3 7.4 B 67.3 7.4 I 37.7 7.1 I 37.7 6.5 I 37.7 6.5 J 34.9 4.9	A 75.0 7.9 99 B 67.3 7.4 109 B 67.3 7.4 109 B 67.3 7.4 109 I 37.7 7.1 179 I 37.7 6.5 179 I 37.7 6.5 179	A 75.0 7.9 99 24 B 67.3 7.4 109 25 B 67.3 7.4 109 27 B 67.3 7.4 109 27 I 37.7 7.1 179 27 I 37.7 6.5 179 29 J 34.9 4.9 194 35

2.0d (163) Prestige	В	71.7	8.2	104 N/A	£32300
2.0d (163) R-Sport	В	71.7	8.2	104 N/A	£34200
2.0d (163) Portfolio	B	71.7	8.2	104 N/A	£36400
2.0d (180) Prestige	C	65.7	7.5	114 N/A	£32800
2.0d (180) R-Sport	C	65.7	7.5	114 N/A	£35100
2.0d (180) Portfolio	C	65.7	7.5	114 N/A	£37300
3.0d (300) V6 auto 5	F	51.4	5.8	144 N/A	£49950
3.0 V6 S/C (380) auto S	J	34.0	5.1	198 N/A	£49950
Auto: add £1750					

# XJ - 5122-5247x1894mm, EURO-NCAP N/A DRIVER POWER POS: 7th

40.0 6.4 184 48 £56870

# Eco band MPG 0-60mph CO<sub>2</sub> ce group ist price

3.0D V6 auto Portfolio	ı	40.0	6.4	184	49	£67870
3.0D V6 auto Premium Luxury	-	40.0	6.4	184	48	£60670
3.0 V6 S/C auto Portfolio	L	30.0	5.7	224	49	£73450
3.0 V6 S/C auto Premium Luxury	L	30.0	5.7	224	49	£65995
5.0 V8 S/C auto LWB Supersport	L	30.0	5.7	224	50	£95895
5.0 V8 S/C auto XJR	L	24.4	4.4	270	50	£92395
Long wheelbase: add £3110 (not	XJE	0	- 1/2	10000		

# F-Type - 4470x1923mm, EURO-NCAP N/A DRIVER POWER POS: 34th

3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	50	£51250
3.0 V6 S/C (380) S Coupe	L	28.8	5.3	234	50	£60250
5.0 V8 S/C (550) auto R Coupe	L	26.4	4.0	255	50	£86800
Auto: add £1800 to V6, 4WD: ad	d £4	850 to	VES	and \	/8 R	
Convertible: add £5485 to all mo	dels					700

www.jeep.co.uk /Brochure: 00800 04265337 / Dealers: 73 Warranty: 3 years/60000 miles

# Renegade - 4236x1805mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 eTorg (110) Sport	F	47.1	11.8	141	8	£16995
1.6 eTorg (110) Longitude	F	47.1	11.8	141	9	£18595
1.6 Multijet (120) Sport	C	61.4	10.2	120	13	£18695
1.4T MulitAir (140) Longitude	E	47.1	10.9	140	10	£19795
1.6 Multijet (120) Longitude	C	61.4	10.2	120	13	£20295
2.0 Multijet (140) 4WD Longitude	E	55.4	9.5	134	15	£22795
2.0 M'jet (170) auto 4WD Low Ltd	G	48.7	8.9	151	15	£26595
2.0 M'jt (170) aut 4WD Trailhawk	G	48.7	8.9	151	15	£27995
Auto: add £1400 to 1.4 MultiAir, L	imi	ted: a	dd £2	600 t	oLo	naitude

# Wrangler - 4223-4751x1873-1877mm, EURO-NCAP N/A

DRIVER FOWER FOS. IVA						
2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£29010
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	£31160
2.8 CRD auto Sahara 4dr	K	34.0	10.7	217	24	£30680
2.8 CRD auto Overland 4dr	K	34.0	10.7	217	25	£32830
Wrangler Special Order progra	amme:	price	fron	£29	025	£33445

# Cherokee - 4623x1859mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 MultiJet (140) Longitude	E	53.3	10.9	139	26	£25495
2.0 MultiJet (140) Longitude 4x4	F	50.4	12.0	147	26	£27495
2.0 M'Jet (170) L'tude 4x4 auto	G	48.7	10.3	154	27	£29995
3.2 V6 Trailhawk 4x4 auto	K	29.4	8.4	223	35	£34245

3.0 CRD V6 auto Laredo	J	37.7	10.2	198	36	£37705
3.0 CRD V6 auto Limited	J	37.7	8.2	198	40	£39705
3.0 CRD V6 auto Limited+	J	37.7	8.2	198	40	£42705
3.0 CRD V6 auto Overland	- 1	37.7	8.2	198	41	£46405
3.0 CRD V6 auto Summit	,	37.7	8.2	198	43	£50205
6.4 V8 HEMI auto SRT8	I.V	20.2	50	327	50	£60720

### KIA

### Picanto - 3595x1595mm, EURO-NCAP

1.0 1 3dr	A	67.3	13.9	99	3	£8345
1.0 2 5dr	A	67.3	13.9	99	5	£10145
1.25 2 ISG 5dr	A	65.7	11.0	100	9	£10745
1.25 3 5dr	В	62.8	11.0	106	10	£11745
1.25 4 5dr		62.8	11.0	106	12	£12295
Auto: add £600 to Picanto 2,				tum,	5dr	add

### Rio - 4045x1720mm, EURO-NCAP

DRIVER POWER POS: 59th	
1.1 CRDi ISG 1 5dr	
4 4 5000 155 5 5 5 1	

1.1 CRDi ISG 1 5dr	A	85.6	16.1	86	2	£12245
1.1 CRDi ISG 2 5dr	A	78.5	15.9	94	2	£14145
1.25 1 5dr	C	56.5	12.6	115	2	£10945
1.25 2 5dr	C	56.5	12.6	115	3	£12845
1.4 ISG 2 5dr						£13645
1.4 ISG 3 5dr	C	56.5	11.0	114	7	£15045
1.4 CRDi ISG 2 5dr	A	74.3	13.4	98	6	£14745
1.4 CRDi ISG 3 5dr						£16145
1.4 ISG 4 5dr	C	56.5	11.0	114	7	£16345
1.4 CRDi ISG 4 5dr						£17445
Auto: add £900 to 1.4 2 &	3 5dr, Rio 3	dr. £6	00 les	s than	n 50	ir (not
Rio 4), SR-7; add £1500 to	1.25 and 1.	1 CRD	i Rio	1		

# Soul - 4140x1800mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

1.6 GDi Start	G	41.5	10.6	158	9	£1260
1.6 GDi Connect	G	41.5	10.6	158	10	£1480
1.6 CRDi Connect	E	56.5	10.8	132	9	£1640
1.6 GDi Mixx	H	38.7	10.6	170	11	£1815
1.6 CRDi Mixx	D	56.5	10.8	132	10	£1975
81.4kW Soul EV	A	N/A	10.8	0	19	£2499
Auto: add £1500 to 1.6 CRDi (no to Connect, Maxx: add £1800 to			onnec	t Plu	s: ac	ld £110

# Cee'd - 4260-4310x1790mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 38th

1.4 1 5dr	E	47.1	12.4	139	7	£14605
1.4 CRDi 1 5dr	B	68.9	13.0	109	6	£15895
1.6 CRDi 1 ISG 5dr	A	76.3	11.5	97	12	£16495
1.4 2 5dr	F	46.3	12.4	143	8	£16605
1.6 GDi 2 ISG 5dr	D	52.3	9.8	124	12	£17395
1.6 CRDi 2 ISG 5dr	A	74.3	11.5	100	13	£18495
1.6 GDi 3 ISG 5dr	D	52.3	9.8	124	12	£19195
1.6 CRDi 3 ISG 5dr	A	74.3	11.5	100	13	£20295
1.6 GDi 4 Tech ISG 5dr	F	47.1	9.5	137	13	£23795
1.6 CRDi 4 ISG 5dr	F	65.7	10.5	112	14	£21895
1.4 pro cee'd VR7 3dr	E	47.1	12.4	139	9	£14700
1.6 GDi pro cee'd S ISG 3dr	D	52.3	9.8	124	14	£17695
1.6 CRDi pro cee'd S ISG 3dr	A	74.3	11.5	100	13	£18795
1.6 GDi pro cee'd SE ISG 3dr	Ε	47.1	9.5	137	15	£19705
1.6 CRDi pro cee'd SE ISG 3dr	C	65.7	10.5	112	13	£20795
1.6 T-GDi pro cee'd GT 3dr	н	38.2	7.4	171	29	£20000
1.6 T-GDi pro cee'd GT Tech 3dr	н	38.2	7.4	171	30	£22700
Auto: add £1310 to 1 £ 60i 3 and	t ade	1611	10 to 1	ECD	5. 5	Coold

# Eco band MPG 0-60mph CO<sub>2</sub> :e group st price

GT: add £500 to pro\_cee'd GT, Sportswagon: add £1200, VR7: add £595 to 1.4 and 1.4 CRDi Cee'd 1, SE Tech: add £2200 to 1.6 CRDi SE

# Optima - 4845x1830mm, EURO-NCAPN/A DRIVER POWER POS: N/A

1.7 CRDi 1 ISG		576	10.2	128	17	£1999
1.7 CRDi 2 ISG	D	57.6	10.2	.128	17	£2289
1.7 CRDi 3 ISG	D	57.6	10.2	128	17	£2579
Auto: add £1550 to 2 and 3						

# Venga - 4068x1765mm, EURO-NCAP 会会会会 DRIVER POWER POS: 197th

1.4 CRDi 1	C	63.0	14.0	119	11	£13095
1.4 ISG 1	D	50.0	12.4	130	7	£11795
1.4 ISG 2	D	50.0	12.4	130	8	£13695
1.4 CRDi 2	C	63.0	14.0	119	11	£14995
1.6 CRDi ISG 3	C	64.0	11.1	117	14	£17175
1.6 ISG 3	E	48.0	10.6	139	12	£15890
Auto: add £1100 to 1.6 petrol						

### Carens - 4525x1805mm, EURO-NCAP会会会会会

DRIVER POWER POS: N/A						
1.6 GDI ISG 1	F	44.1	10.9	149	13	£1799
1.7 CRDi (114) ISG 1	D	60.1	12.6	124	12	£1939
1.6 GDI ISG 2	F	44.1	10.9	149	13	£1940
1.7 CRDi (114) ISG 2	D	60.1	12.6	124	12	£2079

Sportage	4440x1855mm, EURO-	NCAP 1	naaa
DRIVER PO	OWER POS: 122nd		

1.6 GDi 1	F	44.0	11.1	149	10	£1750
1.6 GDi 2	F	44.0	11.1	149	10	£1980
1.7 CRDi ISG 1	E	54.0	12.3	135	10	£1910
1.7 CRDi ISG 2	E	54.0	12.3	135	10	£2120
1.7 CRDi ISG 3	F	52.0	12.3	143	12	£2310
1.7 CRDI ISG 4	F	52.0	12.3	143	12	£2500
2.0 CRDi KX-1 AWD	F	50.0	10.7	149	14	£2150
2.0 CRDi KX-2 AWD	F	50.0	10.7	149	14	£2360
2.0 CRDi KX-3 AWD	G	47.0	11.3	156	15	£2550
2.0 CRDi (181) KX-4 AWD	- 1	46.3	9.4	158	19	£2820
Auto: add £1305 to 2.0 CRDi						

# Sorento (NEW) - 4780x1890mm, EURO-NCAP 会会会会会 DRIVER POWER POS: N/A

2.2 CRDi KX-1		40 6	0.0	140	24	£2879
2.2 Chui ka-1						
2.2 CRDi KX-2	G	46.3	9.0	161	25	£3199
2.2 CRDi auto KX-2	1	42.2	9.6	177	25	£3374
KX-3: add £3850 to KX-2, R	CX-4: add £	7250	to KX	-2 au	to	-17.70

### LAMBORGHINI

www.lamborghini.co.uk / Brochure: 020 7589 1472 / Dealers: 6 Warranty: 3 years/unlimited miles

5.2 V10 LP610-4 M 22.6 3.2 290 50 £181875

# Aventador - 4780x2030mm, EURO-NCAP N/A DRIVER POWER POS: N/A

LAND ROVER www.landrover.co.uk / Brochure: 0800 110110 / Dealers: 130 Warranty: 3 years/unlimited miles

# Defender - 4599x2069mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.2 TDCi 90 Station Wagon	M 28.3	14.7	266 N/A	£25530
2.2 TDCi 90 County Station Wgn	M 28.3	14.7	266 N/A	£27570
2.2 TDCi 110 Station Wagon	M 25.5	14.7	295 N/A	£2788
2.2 TDCi 110 County Station Wgn	M 25.5	14.7	295 N/A	£2981
2.2 TDCi 90 XS Station Wagon	M 28.3	14.7	266 N/A	£30770
2.2 TDCi 110 XS Station Wagon	M 25.5	14.7	295 N/A	£33670

# Discovery Sport - 4599x2069mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

2.0 TD4 (150) SE	D	57.7	9.8	129	28	£3069
2.0 TD4 (180) SE Tech	E	53.3	9.8	139	28	£3389
2.0 TD4 (180) HSE	E	53.3	9.8	139	31	£3759
2.0 TD4 (180) HSE Luxury	E	53.3	9.8	139	31	£4119
Auto: add £1800, HSE Black: a	dd £18	50 to l	HSE a	uto		

# Discovery - 4838x1915mm, EURO-NCAP N/A DRIVER POWER POS: 68th

3.0 SDV6 auto SE	K	35.3	8.8	213	39	£415
3.0 SDV6 auto HSE	K	35.3	8.8	213	41	£544
3.0 SDV6 auto SE Tech	K	35.3	8.8	213	40	£474
3.0 SDV6 auto HSE Luxury	K	35.3	8.8	213	42	£599

# Range Rover Evoque (NEW) - 4355-4365x1900mm, EURO-NCAP

2.0 Si4 (240) auto 4WD HSE Dyna		36.2	7.1	181 N/A £430
2.0 eD4 (150) 2WD SE	C	65.6	10.6	113 N/A £302
2.0 TD4 (190) 4WD HSE Dynamic	D	59.4	9.5	125 N/A £405
2.0 TD4 (190) 4WD SE	D	59.4	9.5	125 N/A £328
Evoque Coupé: add £1000 to 5dr £2000 to SE, Dynamic Lux: add £5 £1800				

# Range Rover Sport - 4850x2073mm, EURO-NCAP N/A DRIVER POWER POS: 22nd

3.0 3D VO auto H3E	•	31.1	0.0	122	43	LUIZZ
3.0 SDV6 auto HSE Dynamic	,	37.7	6.8	199	43	£6625
3.0 SDV6 auto Autobiog Dynam	1	37.7	6.8	199	45	£7625
4.4 SDV8 auto Autobiog Dynam	L	32.5	6.5	229	47	£8265
5.0 V8 S/C auto Autobiog Dynam	M	22.1	5.0	298	49	£8265
5.0 V8 S/C auto SVR	M	22.1	4.5	298	50	£9345

# Range Rover - 4999-5199x2073mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1	37.7	7.4	196	45	£73950
L	32.5	6.5	229	48	£80850
1	37.7	7.4	196	47	£89650
L	32.5	6.5	229	49	£96550
M	20.5	5.1	322	49	£100350
	L	L 32.5 J 37.7 L 32.5	L 32.5 6.5 J 37.7 7.4 L 32.5 6.5	L 32.5 6.5 229 J 37.7 7.4 196 L 32.5 6.5 229	J 37.7 7.4 196 45 L 32.5 6.5 229 48 J 37.7 7.4 196 47 L 32.5 6.5 229 49 M 20.5 5.1 322 49

MPG O-60mph CO<sub>2</sub> ice group ist price

### LEXUS

www.lexus.co.uk / Brochure: 0845 129 5484 / Dealers: 51 Warranty: 3 years/60000 miles

 1.8 Hybrid auto CT 200h S
 A 78.5 10.3 82 19 £20995

 1.8 Hybrid auto CT 200h SE
 A 68.9 10.3 94 19 £22495

 Advance: add £1500 to SE, Luxury: add £2000 to SE, F Sport: add £4250 to SE, Premier: add £7000 to SE

# IS -4665x1810mm, EURO-NCAP 会会会会 DRIVER POWER POS: 1st

J	32.8	8.1	199	32	£264
K	30.7	8.1	213	33	£279
A	65.7	8.3	97	31	£289
B	64.2	8.4	103	32	£309
B	64.2	8.4	103	32	£299
kury,	F Spc	rt: ac	d £1	500	to
xury	t				
	A B B kury,	K 30.7 A 65.7 B 64.2 B 64.2	K 30.7 8.1 A 65.7 8.3 B 64.2 8.4 B 64.2 8.4 kury, F Sport: ac	A 65.7 8.3 97 B 64.2 8.4 103 B 64.2 8.4 103 kury, F Sport: add £15	J 32.8 8.1 199 32 K 30.7 8.1 213 33 A 65.7 8.3 97 31 B 64.2 8.4 103 32 B 64.2 8.4 103 32 kury, F Sport: add £1500 xury

# GS - 4850x1840mm, EURO-NCAP N/A DRIVER POWER POS: 20th

2.5 Hybrid auto GS 300h SE	В	60.1	9.2	109	31	£3149
2.5 Hybrid auto GS 300h Premier	C	57.6	9.2	113	33	£4374
3.5 V6 Hyb auto GS 450h Luxury	F	46.3	5.9	141	42	£4549
3.5 V6 Hyb auto GS 450h F Sport	F	46.3	5.9	141	42	£5149
Luxury: add £6000 to GS 300h SE,	FS	port: a	dd £	10000	to	GS 300
SE, GS 450h Premier: same price a	s G	450h	FSp	ort		

# LS - 5030-5150x1875mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.6 V8 auto LS 460 Luxury	L	26.4	5.7	249 48	£71995
4.6 V8 auto LS 460 F Sport	L	26.4	5.7	249 48	£74495
5.0 V8 Hyb auto L5 600h L Premier	J	32.8	6.1	199 50	£99995

2.0T auto NX 200t F Sport 4WD I 35.8 7.1 183 29 £29495 2.5 Hybrid auto NX 300h 5 FWD C 56.5 9.3 116 29 £29495 2.5 Hybrid auto NX 300h 5 E 4WD D 54.3 9.3 121 31 £31495 Luxury: add £3000 to 5E, F Sport: add £5500 to 5E, Premier: add £11500 to SE

# RX - 4770x1885mm, EURO-NCAP N/A DRIVER POWER POS: 16th

Premier: add £11000 to SE

L 26.2 4.5 252 48 £59995

# LOTUS

# Elise - 3785x1719mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 Elise	F	45.0	6.0	149 43	£28720
1.8 Elise S	н	37.5	4.2	175 43	£36970
1.8 Elise S Cup	н	37.5	4.2	175 N/A	£44270
Club Racer: £600 less					

# Exige S - 4052x1802mm, EURO-NCAP N/A DRIVER POWER POS: N/A

# Evora - 4342-4360x1848-1972mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.5 V6 VVI-I Evora	K	30.3	4.8	217	46	£5266
3.5 V6 VVT-i S/C Evora S	L	28.7	4.6	229	50	£6189
Evora 2+2: add £1900 to Evor	a, add f	1675	to Ev	ora S,	aut	o: add
£1800						

McLAREN

M 25.5 3.2 258 50 £143250

# 6505 - 4512x2093mm, EURO-NCAP N/A DRIVER POWER POS: N/A

M 24.2	3.0	275	50 £195275
M 24.2	3.0	275	50 £215275
M 24.2	2.9	275	50 £259500
	M 24.2	M 24.2 3.0	M 24.2 3.0 275 M 24.2 3.0 275 M 24.2 2.9 275

# P1 - 4588x1880mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.8 V8TT DCT Hybrid P1 J 34.0 2.8 194 50 £866000





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# Ghibli - 4971x1948mm, EURO-NCAP 会会会会会 DRIVER POWER POS: N/A

3.0 V6TT auto	K 2	9.4	5.6	223 N/A	£52615
3.0 V6TT auto S	L 2	7.2	5.0	242 N/A	£63760
3.0 V6 auto Diesel	G 4	7.9	6.3	158 N/A	£49160

3.0 V6 auto Diesel	G 45.6	6.4	163	50	£69235
3.0 V6TT auto 5	L 27.2	5.1	242	50	£80115
3.8 V8 auto GTS	M 23.9	4.7	274	50	£108185

4.2 V8 auto	M 19.8	5.2	330	50 £8228
4.7 V8 auto MC Stradale	M 18.2	4.5	360	50 £110135
4.7 V8 Sport	M 18.2	4.7	360	50 £94140

4.7 V8 auto	M 195	53	337 5	0 £98340
4.7 V8 auto MC				0£111770
4.7 V8 auto Sport	M 19.5	5.0	337 5	0£103935

### MAZDA

# 

1.5 (75) SE	В	60.1	12.1	110	13	£1199
1.5 (75) SE-L	В	60.1	12.1	110	13	£12995
1.5 (90) SE-L	В	62.8	9.4	105	15	£13995
1.5 (90) Sport	В	62.8	9.4	105	16	£14995
1.5 (115) Sport Nav	C	56.5	8.7	117	19	£15995
1.5D (105) SE-L	A	83.1	10.1	89	15	£15995
1.5D (105) Sport	A	83.1	10.1	89	15	£16995
Auto: add £1200 to 1.5 (90)	-					

1.5 (100) SE 5dr	C	55.4	10.8	119	13	£16995
2.0 (120) SE 5dr	C	55.4	8.9	119	17	£17295
2.0 (120) Sport Nav 5dr	C	55.4	8.9	119	18	£20195
2.0 (165) Sport Nav 5dr	E	48.7	8.2	135	22	£21920
2.2D (150) SE 5dr	D	72.4	8.1	107	23	£19645
2.2D (150) Sport Nav 5dr	D	72.4	8.1	107	24	£22545
Auto: add £1200 to 2.0 (120) a	and 2.20	D, Fast	tback	sam	e pr	ice as
5dr (not 1.5 discal auto) SEJ	add f	1500+	n SE /	not 1	51	

20/00/2004						
2.0 (165) Sport	E	47.9	9.1	135	19	£23495
2.2D (150) SE	B	68.9	9.0	108	21	£22095
2.2D (150) Sport	B	68.9	9.0	108	21	£25295
2.2D (175) Sport	C	62.8	7.8	119	23	£26295

1.6D Sport Venture	E	54.3	13.7	138	16	£21895
2.0 Sport Venture	G	40.9	11.0	159	15	£20495

# CX-3 - 4275x1785mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 (120) 2WD SE	E	47.9	9.0	137 N/A	£1759
2.0 (120) 2WD SE-L	E	47.9	9.0	137 N/A	£1899
2.0 (120) 2WD Sport Nav	E	47.9	9.0	137 N/A	£2049
2.0 (150) 4WD Sport Nav	F	44.1	8.7	150 N/A	£2249
1.5D (105) SE	В	70.6	10.1	105 N/A	£1899
1.5D (105) SE-L	В	70.6	10.1	105 N/A	£2039
1.5D (105) Sport Nav	В	70.6	10.1	105 N/A	£2189
Auto: add £1200 to (120) petro AWD: add £1500 to Sport Nav		to AV	VD Sp	ort Nav Di	iesel,

# CX-5 - 4540x1840mm, EURO-NCAP

2.0 (165) SE-L	F	47 1	92	139	17	£21595
2.0 (165) Sport						£23995
2.2D (150) SE-L	C	61.4	9.2	119	20	£23295
2.2D (150) SE-L Lux	C	61.4	9.2	119	20	£24695
2.2D (150) Sport	C	61.4	9.2	119	21	£25695
2.2D (175) Sport 4WD	E	54.3	8.8	136	23	£27695
Auto: add £1300 to SE-L, £1200 to SE	to 2.20	(175)	Sport	, 4WI	): ac	dd £1700

# MX-5 (NEW) - 3890x1730mm, EURO-NCAP N/A

1.5i SE	E	53.3	NA	139	22	£18495
1.5i SE-L	E	53.3	N/A	139	22	£19245
1.5i Sport	E	53.3	N/A	139	22	£21845
2.0i SE-L	G	40.9	N/A	161	27	£20095
2.0i Sport	G	40.9	N/A	161	27	£22695
Sport: add £2600 to SE-L			-	-		- printing the best and opposite

### MERCEDES

1.6 A 180 SE	D	51.4	9.2	128	18	£20715
1.6 A 180 Sport	E	51.4	9.2	133	18	£21840
1.6 A 200 Sport	E	49.6	8.4	134	23	£23365
1.9 auto A 250 AMG Sport	F	45.6	6.6	145	33	£27440
1.9 auto A 250 Engineered AMG	F	44.1	6.6	148	34	£29360
1.5 A 180 CDI ECO SE	A	78.5	11.3	92	15	£21965
1.5 A 180 CDI ECO Sport	A	78.5	11.3	92	16	£22785
1.8 A 200 CDI Sport	C	62.8	9.3	118	20	£23860
2.1 auto A 220 CDI AMG Sport	C	64.2	8.2	115	20	£27760
2.0T auto A 45 AMG	G	40.9	4.6	161	43	£38195
Auto: add £1450, AMG Sport: add Sport. 4MATIC: add £1550 to A25		250 to	A20	0 and	A1	80 CDI

### B-Class - 4393x1786mm, EURO-NCAP

DRIVER POWER POS: 118th			
1.6 B 180 SE	D 50.4	9.3	129

1.0 D 100 3C		30,4	7.3	147	12	LZ 130
1.6 B 200 SE	D	50.4	8.6	130	22	£2257
2.1 auto B 220 CDI 4MATIC Sport	D	56.5	8.3	130	19	£2862
1.5 B 180 CDI ECO SE	A	78.5	11.6	94	15	£2257
1.5 B 180 CDI SE	B	68.9	11.6	108	15	£2257
2.1 B 200 CDI SE	C	65.7	9.9	111	19	£2365
2.1 auto B 220 CDI Sport	B	67.3	8.3	109	20	£2712
Auto: add £1450, Sport: add £725 t	o pe	etro S	E, £59	5 to E	180	CDI SE,
£775 to B 200 CDI, AMG Line: add f	202	0 to 5	E petr	ol, £1	890	to B 180
CDI and B 200 CDI SE, add £1295 to	B 22	20 CDI	Sport	£142	5 to	4MATH

# 

1.8 CLA 200 CDI Sport	c	64.2	9.4	117	25	£26925
2.1 auto CLA 220 CDI Sport	C	62.8	8.2	117	28	£29775
1.6 CLA 180 Sport	D	50.4	9.3	130	24	£24775
2.0 auto CLA 250 4MATIC AMG Sp	G	42.8	6.6	154	35	£33440
2.0T auto CLA 45 AMG	G	39.8	4.6	161	45	£42270
	-	200	-	7000	100	

# C-Class - 4686x1810mm, EURO-NCAP 会会会会会 DRIVER POWER POS: 42nd

2.0 C 200 AMG Line	D	51.4	7.5	128	31	£30760
2.0 auto C 200 AMG Line	D	51.4	7.3	127	32	£32260
2.0 C 200 BlueTEC AMG Line	B	72.4	9.7	106	26	£32745
2.0 C 200 BlueTEC SE	B	72.4	9.7	102	25	£28985
2.0 C 200 SE	D	53.3	7.5	123	29	£27270
2.1 C 220 BlueTEC AMG Line	B	68.9	7.7	106	31	£33270
2.1 C 220 BlueTEC SE	B	70.6	7.7	103	29	£29780
2.1 aut C 220 BlueTEC AMG Line	C	64.2	7.4	113	31	£34770
2.1 auto C 250 BlueTEC AMG Line	C	64.2	6.6	113	37	£35925
2.1 auto C 250 BlueTEC SE	B	65.7	6.6	109	35	£32435
2.1 aut C 300 BlueTEC Hyb AMG L	A	78.5	6.4	99	37	£38535
2.1 auto C 300 BlueTEC Hybrid SE	A	78.5	6.4	94	36	£35045
4.0TT auto AMG C 63	1	34.5	4.1	192	47	£59795
4.0TT auto AMG C 63 S	1	34.5	4.0	192	48	£66545
Auto: add £1500, SE Executive: add	ES	95 to	SE (ne	ot CZ	20 B	lueTEC),
Sport: add £1995 to SE, Estate: add	f1	200				

# E-Class - 4879x1854mm, EURO-NCAP

2.0 auto E 200 AMG Line	F	46.3	7.9	142 40	£36850
2.0 auto E 200 SE	E	47.9	7.9	138 43	£34340
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	128 39	£36765
2.1 auto E 220 BlueTEC SE	D	64.2	8.3	116 38	£34270
2.0 auto E 250 AMG Line	F	46.3	7.4	142 41	£37980
2.0 auto E 250 SE	E	47.9	7.4	138 41	£35470
2.1 auto E 250 CDI AMG Line	E	55.4	7.5	134 43	£39445
2.1 auto E 250 CDI SE	D	57.7	7.5	129 41	£36820
2.1 aut E 300 B'TEC Hybrid AMG L	iB	67.3	7.1	110 45	£42375
2.1 auto E 300 BlueTEC Hybrid SE	B	68.9	7.1	109 44	£39880
3.0 auto E 350 BlueTEC AMG Line	E	53.3	6.4	139 46	£41210
5.5 V8TT MCT E 63 AMG	L	28.8	4.2	230 47	£74115
5.5 V8TT MCT E 63 AMG S	L	28.5	4.1	232 49	£84110
Auto: add £1520 to E220 CDI, Esta add £2695 to SE/AMG Line, Premi					

# CLS-Class - 4940x1881mm, EURO-NCAP N/A DRIVER POWER POS: N/A

D	56.5	8.5	129	43	£46500
F	52.3	6.5	142	48	£49950
H	38.7	5.3	170	47	£55850
L	28.5	4.1	231	50	£86500
Pre	mium	Plus:	add f	120	00 to
580	to CL	5 220	, £14	50 t	o CLS
	F H L	F 52.3 H 38.7 L 28.5 Premium	F 52.3 6.5 H 38.7 5.3 L 28.5 4.1 Premium Plus:	F 52.3 6.5 142 H 38.7 5.3 170 L 28.5 4.1 231 Premium Plus: add I	D 56.5 8.5 129 43 F 52.3 6.5 142 48 H 38.7 5.3 170 47 L 28.5 4.1 231 50 Premium Plus: add £120 580 to CLS 220, £1450 t

# S-Class - 5116-5453x1899mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.1 aut S 300 BluTEC Hyb L AMG L	C	61.4	7.6	120	50	£7226
3.0 auto S 350 BlueTEC SE Line L	F	51.4	6.8	146	49	£6691
3.0 auto \$ 350 BlueTEC AMG Line	G	51.4	6.8	151	50	£6794
3.5 auto \$ 400 Hybrid SE Line L	F	44.8	6.8	147	49	£7094
3.0 aut 5 500 Plug-in AMG Line L	A	100.9	5.2	65	49	£8296
4.6 V8 auto S 500 AMG Line L	K	31.7	4.8	207	50	£8840
6.0 V12 auto 5 600 AMG Line L	M	25.5	4.6	259	50	£14062
6.0 V12 auto 5 600 Maybach L	M	24.1	5.0	274	50	£16571
5.5 V8TT auto S 63 AMG L	L	28.0	4.4	237	50	£11984
6.0 V12TT auto S 65 AMG L	M	23.7	4.3	279	50	£17999
Long wheelbase: add £3000 to \$3	50	BlueTE	CA	MGL	ne,	AMG
Line L: add £3995 to \$ 400 Hybrid !	SEL	ine L				

# Citan - 4321-4705x1829mm, EURO-NCAP 会会会会

1.5 108 CDI Traveliner Long	C	65.7	N/A	112	7	£19948
1.5 109 CDI Traveliner Long	C	65.7	N/A	112	9	£20284
1.5 111 CDI Traveliner Long	D	64.2	N/A	123	14	£22102
1.2 112 Traveliner	E	46.3	N/A	140	12	£19666
Extra Long Treate: add £2000 t	0 100	CDLE	1799	11.0	100	NI.

2.1 auto V220 BlueTEC SE	6	45.6	118	167	71	£41845
2.1 auto V250 BlueTEC SE						£43520
2.1 auto V220 BlueTEC Sport						£44340
2.1 auto V250 BlueTEC Sport	н	44.8	9.1	166	37	£46015
Extra Long: add £1535						

# GLA-Class - 4417x1804mm, EURO-NCAP

2.1 GLA 200 CDI Sport	C	62.8	10.0	119	25	£26265
2.1 auto GLA 220 CDI 4MATIC Spt	E	55.4	8.3	132	28	£30775
2.0T auto GLA 250 4MATIC Sport	G	42.8	7.1	154	33	£30330
2.0T auto GLA 45 AMG	H	37.7	4.8	175	44	£44595
Auto: add £1450 to GLA 200 CDI, 4	4M	ATIC:	add £	1630	to C	SLA 200
CDI auto. AMG Line: add £1000						

# M-Class - 4804x1926mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

G	46.3	9.0	154	38	£4819
j	39.2	7.4	179	43	£5133
M	23.9	4.8	276	50	£8699
	j	39.2	J 39.2 7.4	39.2 7.4 179	G 46.3 9.0 154 38 J 39.2 7.4 179 43 M 23.9 4.8 276 50

GL-Class - 5141x1982mm, EURO-NCAP N/A

	Eco band	MPG	0-60mph	002	Insurance group	list price
3.0 auto GL 350 CDI AMG Sport	K	35.3	7.9	209	49	£607
5.5 V8TT auto GL 63 AMG	M	23.0	4.9	288	50	£93
G-Class - 4763x1855mm, EURO- DRIVER POWER POS: N/A	NCA	PNA			H	
3.0 auto G 350 BlueTEC	M	25.2	9.1	295	50	£864
F FARRY C C3 AAAC	-	24.4	-	855	0.0	

3.0 auto G 350 BlueTEC	M 25.2	9.1	295	50	£8643
5.5 V8TT auto G 63 AMG	M 20.5	5.4	322	50	£12965

-Class	oupe - 4590x1770mm, EURO-NCAP
DRIVER	POWER POS: 121st

1.8 C 180 AMG Sport Edition	F	44.1	8.5	149	32	£29965
2.2 C 220 CDI Executive SE	В	68.9	8.4	109	34	£31130
2.2 C 220 CDI AMG Sport Edition	E	68.9	8.4	109	38	£32460
2.2 C 250 CDI AMG Sport Edition	F	52.3	7.0	143	38	£33515
6.3 V8 auto C 63 AMG Edition 507	M	23.5	4.2	280	50	£68495

# E-Class Coupe - 4698x1786mm, EURO-NCAP N/A DRIVER POWER POS: 61st

2.1 auto E 200 AMG Line	E	47.1	7.8	140	41	£38420
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	129	40	£39110
2.1 auto E 220 BlueTEC SE	D	60.1	8.3	122	40	£36615
3.0 auto E 250 CDI AMG Line	D	57.7	7.3	129	44	£40730
2.0 auto E 350 BlueTEC AMG Line	E	54.3	6.2	136	47	£42425
3.0 auto E 400 AMG Line	G	40.9	5.2	161	46	£46110
E Class Cabriolets add £2220 £250	0	100		-		THE PARTY OF THE P

# S-Class Coupe - 4698x1786mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.6 auto \$ 500 AMG Line	<b>K</b> 49.6	4.6	219	50 £96190
5.5 V8TT auto S 63 AMG	L 47.1	4.2	237	50 £125595
6.0 V12TT auto S 65 AMG	M 37.2	4.1	279	50 £183065

# SLK-Class - 4134x1810mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.8 SLK 200 AMG Sport	G	41.5	7.3	158	41	£34750
1.8 SLK 250 AMG Sport	H	42.8	6.6	169	42	£38705
2.2 auto SLK 250 CDI	E	56.5	6.7	132	42	£33150
2.2 auto SLK 250 CDI AMG Sport	E	56.5	6.7	132	42	£37150
3.5 auto SLK 350 AMG Sport	н	39.8	5.6	167	45	£44605
5.5 V8 SLK 55 AMG	J	33.6	4.6	195	50	£55345
Auto: add £1520 to SLK 200, add :	£14	10 to 1	SLK 2	50		

# SL-Class - 4617x1877mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 V6TT auto SL 400 AMG Sport	1	36.7	5.2	178	50	£72500
4.7 auto SL 500 AMG Sport	K	30.7	4.6	212	50	£81915
5.5 V8TT auto SL 63 AMG	L	28.5	4.3	231	50	£112510
6.0 V12TT auto SL 65 AMG	M	24.4	4.0	270	50	£170815
5.5 V8TT auto SL 63 AMG 6.0 V12TT auto SL 65 AMG						

# AMG GT - 4546x1939mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.0 V8TT (462) DCT AMG GT	K	30.4	4.0	216	50	£97195
4.0 V8TT (510) DCT AMG GT S	ĸ	30.1	3.8	219	50	£110495

### MG

www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46 Warranty: 3 years/60000 miles

# MG3 - 4018x1729mm, EURO-NCAP

1.5 (106) 3 Time	E	48.7	10.4	136	4	£8399
1.5 (106) 3 Form	E	48.7	10.4	136	4	£9299
1.5 (106) 3 Form Sport	E	48.7	10.4	136	4	£9549
1.5 (106) 3 Style	E	48.7	10.4	136	4	£9999

# MG6 - 4651x1827mm, EURO-NCAP N/A DRIVER POWER POS: 28th

1.9 DTi-TECH 5 5dr	C	61.4	8.4	119 N/A £13995
1.9 DTI-TECH TS 5dr	C	61.4	8.4	119 N/A £16195
1.9 DTi-TECH TL 5dr	C	61.4	8.4	119 N/A £17995

# MINI

www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148 Warranty: 3 years/unlimited miles

# MINI - 3821-3850x1727mm, EURO-NCAP会会会会 DRIVER POWER POS: 9th

1.21 One		61.4	9.9	108	20	£13/50
1.2 One D	A	83.1	11.0	89	20	£14890
1.5T Cooper	8	52.0	7.9	105	20	£15300
1.5 Cooper D	A	74.0	9.2	92	17	£16450
2.0T Cooper S	E	49.0	6.8	133	28	£18655
2.0 Cooper SD	8	68.9	7.4	106	23	£19450
2.0T John Cooper Works	G	42.2	6.3	155	N/A	£23050
Auto: add £1270 to One, Coo	per, Coo	per D	, add	£150	00 to	Cooper
s, add £1330 to JCW, 5dr: add	£600 (r	ot Or	te/On	e D/J	CW)	

# Convertible - 3723x1683mm, EURO-NCAP 大会会会会 DRIVER POWER POS: 145th

1.6 Cooper	E	49.6	11.1	133	18	£17850
1.6 Cooper D	В	70.6	10.3	105	19	£18910
1.6T Cooper 5	E	47.1	7.3	139	32	£21050
1.6T John Cooper Works	н	41.5	6.9	169	36	£25295
1.6 One	E	49.6	11.3	133	14	£16420
2.0 Cooper SD	C	62.8	8.7	118	23	£21730

### Paceman - 4110x1789mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
1.6 Cooper	E	47.1	10.4	140	16	£18980
1.6 Cooper D	C	64.2	10.8	115	15	£20210
1.6T Cooper S	F	46.3	7.5	143	30	£22350
2.0 Cooper SD	D	61.4	9.2	122	20	£23070
1.6T ALL4 John Cooper Works	H	38.2	6.9	172	33	£29440
Auto: add £1195 to Cooper ALL	4, £1.	260 to	Coop	er D	AL	4: add
£1190 to Cooper D. £1255 to Co	oper	Sorf	1220	to Co	ope	r SD

Countryman - 4097x1789mm, EURO-NCAP 会会会会 DRIVER POWER POS: 113th

Eco band	MPG	0-60mph	e)	ance group	List price
				Insur	

1.6 Cooper	E	47.0	10.5	140	16	£18510
1.6 Cooper D	C	64.0	10.9	115	16	£19740
1.6T Cooper S	F	46.0	7.6	143	30	£21890
1.6 One	E	47.0	11.9	139	12	£16990
1.6 One D	C	64.0	12.9	115	13	£17990
2.0 Cooper SD	D	61.0	9.3	122	20	£22610
1.6T ALL4 John Cooper Works	H	38.2	7.0	172	33	£28870
Auto: add £1195 to Cooper ALL £1255 to Cooper S or £1220 to C			d £10	90 to	Coc	oper D,

# Coupe - 3728x1683mm, EURO-NCAP

1.6 Cooper	D	52.0	9.0	127	17	£1684
1.6T Cooper S	E	49.0	6.9	136	30	£1999
1.6T John Cooper Works	G	40.0	6.4	165	36	£2401
2.0 Cooper SD	C	66.0	7.9	114	22	£2071

# Roadster - 3728×1683mm, EURO-NCAP

District Officer OS. 14561						
1.6 Cooper	D	52.0	9.0	127	17	£1826
1.6T Cooper S	E	49.0	6.9	136	30	£2114
1.6T John Cooper Works	G	40.0	6.4	165	36	£2499
2.0 Cooper SD	C	66.0	7.9	114	22	£2186
Auto: add £1085 to Cooper, a	dd £114	15 to C	coope	er 5/51	)	

# MITSUBISHI

1.0 Mivec 1	A 67.3	13.6	96	15	£8999
1.2 Mivec 2	A 68.9	11.7	96	18	£10999
1.2 Mivec 3	A 65.7	11.7	100	18	£11999
1,2 Mivec auto 3	A 68.9	12.8	95	18	£12999

1.62	E	47.1	11.4	137	13	£14999
1.63	E	47.1	11.4	137	13	£17250
1.8 DI-D 3	E	55.4	10.2	134	19	£19250
1.8 DI-D 4WD 4	E	54.3	10.6	136	19	£23249
2.2 DI-D auto 4WD 4	G	48.7	10.8	153	20	£24649

2.2 DI-D GX2	E	53.3	10.2	138	22	£23799
2.2 DI-D GX3	E	52.3	10.2	140	23	£26599
2.2 DI-D GX4	E	52.3	10.2	140	24	£30499
2.2 DI-D auto GX5	G	48.7	11.7	153	22	£33999
2.0 Hybrid auto GX3h PHEV	A	148.0	11.0	44	26	£28249
2.0 Hybrid auto GX4h PHEV	A	148.0	011.0	44	27	£32849
2.0 Hybrid auto GX4hs PHEV	A	148.0	11.0	44	24	£34999
Auto: add £1400 to GX4						

# L200 - 5005-5185x1750mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.5 DI-D Trojan Double Cab	K	35.8	12.1	208	22	£21599
2.5 DI-D Warrior Double Cab	K	35.8	12.1	208	23	£23519
2.5 DI-D Barbarian Double Cab	K	35.8	12.1	208	24	£27119
2.5 DI-D Walkinshaw Double Cab	K	35.8	12.1	208	22	£33430
A. de and Cacoo (and Tanker) Dies	Year.	44.00	404-	Wast.	- 45	

3.2 DI-DC SWB SG2	K	36.2	9.7	207	32	£26199
3.2 DI-DC SWB Warrior	K	36.2	9.7	207	30	£29369
3.2 DI-DC LWB SG2	K	34.9	10.5	213	32	£28599
3.2 DI-DC auto LWB SG3	K	33.2	11.1	224	34	£33799
3.2 DI-DC auto LWB SG4	K	33.2	11.1	224	34	£36799

### MORGAN

4.8 V8 auto Aero Coupe	M 23.0	4.5	282 N/A £9995
4.8 V8 auto Aero Supersports	M 23.0	4.5	282 N/A£12690
Manual: no cost option			

1.2 (80) Visia	C	56.5	13.7	115	5	£10295
1.2 (80) Acenta	C	56.5	13.7	115	5	£11945
1.2 (80) Tekna	C	56.5	13.7	115	5	£13345
1.2 DIG-5 (98) Visia	A	65.7	11.3	99	8	£12045
1.2 DIG-S (98) Acenta	A	65.7	11.3	99	9	£13045
1.2 DIG-5 (98) Tekna	A	65.7	11.3	99	8	£14445
Auto: add £1000 to 1.2 Acenta	Alicia	DIG.S	Tokn	3		

Note - 4100x1690mm, EURO-NCAP

1.6 Cooper	D	52.0	9.0	127	17	£1684
1.6T Cooper S	E	49.0	6.9	136	30	£1999
1.6T John Cooper Works	G	40.0	6.4	165	36	£2401
2.0 Cooper SD	C	66.0	7.9	114	22	£2071
A TOMANON A	23 5447	15000	properties.	20 200	_	

# Mirage - 3710x1665mm, EURO-NCAP \*\*\* DRIVER POWER POS: N/A

	ÇQ:		42.0			£8999
1.0 Mivec 1	A	6/.3	13.0	30	15	19333
1.2 Mivec 2						£10999
1.2 Mivec 3	A	65.7	11.7	100	18	£11999
1.2 Mivec auto 3	A	68.9	12.8	95	18	£12999

# ASX - 4295x1770mm, EURO-NCAP

1.62	E	47.1	11.4	137	13	£14999
1.63	E	47.1	11.4	137	13	£17250
1.8 DI-D 3	E	55.4	10.2	134	19	£19250
1.8 DI-D 4WD 4	E	54.3	10.6	136	19	£23249

# Outlander - 4655x1800mm, EURO-NCAP 法本体的 DRIVER POWER POS: 66th

2.2 DI-D GX2	E	53.3	10.2	138	22	£23799
2.2 DI-D GX3	E	52.3	10.2	140	23	£26599
2.2 DI-D GX4	E	52.3	10.2	140	24	£30499
2.2 DI-D auto GX5	G	48.7	11.7	153	22	£33999
2.0 Hybrid auto GX3h PHEV	A	148.	011.0	44	26	£28249
2.0 Hybrid auto GX4h PHEV	A	148.	011.0	44	27	£32849
2.0 Hybrid auto GX4hs PHEV	A	148.	011.0	44	24	£34999

3.2 DI-DC SWB SG2	K	36.2	9.7	207	32	£26199
3.2 DI-DC SW8 Warrior	K	36.2	9.7	207	30	£29369
3.2 DI-DC LWB SG2	K	34.9	10.5	213	32	£28599
3.2 DI-DC auto LWB SG3	K	33.2	11.1	224	34	£33799
3.2 DI-DC auto LWB SG4	K	33.2	11.1	224	34	£36799

www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18 Warranty: 2 years/unlimited miles

TO 2 Milenson	13075	700	INCIDEN	2237
4 Seater: add £4920 to 2.0 Plus 4 or	£5100 to	3.7	Roadster	

# Roadster - 4010x1630-1751mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.64/4	F	44.1	8.0	143 N/A	£3307
2.0 Plus 4	G	40.4	7.5	162 N/A	£3628
3.7 Roadster	L	28.8	5.5	230 N/A	£4590
4.8 Plus 8	M	23.0	4.5	282 N/A	£8520
4 Seater; add £4920 to 2.0 Plus	4 or f	5100 t	03.7	Roadster	

# Aero - 4147x1751mm, EURO-NCAP N/A DRIVER POWER POS: N/A

4.8 V8 auto Aero Coupe	M 23.0	4.5	282 N/A £9995
4.8 V8 auto Aero Supersports	M 23.0	4.5	282 N/A£12690
Manual: no cost option			

# NISSAN

www.nissan.co.uk / Brochure: 01923 899334 / Dealers: 225 Warranty: 3 years/60000 miles

# Micra - 3780x1675mm, EURO-NCAP

1.2 (80) Visia	C	56.5	13.7	115	5	£10295
1.2 (80) Acenta	C	56.5	13.7	115	5	£11945
1.2 (80) Tekna	C	56.5	13.7	115	5	£13345
1.2 DIG-5 (98) Visia	A	65.7	11.3	99	8	£12045
1.2 DIG-5 (98) Acenta	A	65.7	11.3	99	9	£13045
1.2 DIG-5 (98) Tekna	A	65.7	11.3	99	8	£14445
Auto: add £1000 to 1.2 Acenta	Misia	DIG-S	Tekn	a		

# Eco band MPG 0-60mph CO<sub>2</sub> ce group ist price

					_	
1.2 (80) Visia	В	60.1	13.7	109	6	£12130
1.5 dCi (90) Visia	A	78.5	11.9	95	8	£14130
1.2 (80) Acenta	В	60.1	13.7	109	6	£13525
1.2 DIG-5 (98) Acenta	A	65.7	11.7	99	10	£14625
1.5 dCi (90) Acenta	A	78.5	11.9	95	8	£15525
1.2 DIG-S (98) Tekna	A	65.7	11.7	99	10	£16470
1.5 dCi (90) Tekna	A	78.5	11.9	95	9	£17370
Auto: add £1000 to DIG-5, A		emiun	n: add	£900	) to	Acenta,

# Juke - 4135x1765mm, EURO-NCAP 会会会会会 DRIVER POWER POS: N/A

1.6 Visia	E	56.5	12.0	138	8	£13620
1.5 dCi (110) Visia	В	70.6	11.2	104	11	£15520
1.2 DiG-T (115) Acenta	D	50.4	10.8	129	11	£15320
1.6 Xtronic Acenta	F	44.8	11.5	145	10	£16320
1.5 dCi (110) Acenta	B	70.6	11.2	104	12	£16715
1.6 DiG-T (190) Acenta Premium	G	40.9	8.2	159	19	£18150
1.6 DiG-T (190) 4WD Xtrn Acn Prm	H	38.2	8.4	169	19	£20350
1.2 DiG-T (115) Tekna	D	50.4	10.8	129	11	£17770
1.6 Xtronic Tekna	F	44.8	11.5	145	10	£18770
1.5 dCi (110) Tekna	B	70.6	11.2	104	12	£19165
1.6 DiG-T (190) Tekna	G	40.9	8.2	159	20	£19200
1.6 DiG-T (190) 4WD Xtron Tekna	H	38.2	8.4	169	19	£21400
1.6 DiG-T (218) Nismo RS	G	39.2	7.0	165	22	£21650
1.6 DiG-T (218) 4WD Xtron Nismo	н	38.2	8.0	169	20	£23750
Auto: add £1000 to 1.6 (117), Acent.	aP	remiu	m: ad	df11	00 t	n Acenta

# Leaf - 4445x1770mm, EURO-NCAP会会会会会

109PS Visia	A	N/A	11.9	0	23	£21490
109PS Acenta	A	N/A	11.9	0	23	£23490
109PS Tekna						£25490
Leaf Flex: take off £5000	), add £70 per	mor	th bat	tery	ren	tal,
Visia+: add £1000 to Visi	a			1		

# Pulsar - 4387x1768 EURO-NCAP 会会会会会 DRIVER POWER POS: N/A

1.2 DiG-T (115) Visia	C	55.4	10.8	118	12	£15995
1.5 dCi (110) Visia	A	78.5	11.5	94	13	£17595
1.2 DiG-T (115) Acenta	C	55.4	10.8	118	10	£17645
1.5 dCi (110) Acenta	A	78.5	11.5	94	11	£19245
1.6 DiG-T (190) Acenta	E	47.1	7.7	138	17	£19775
1.2 DiG-T (115) n-tec	C	55.4	10.8	118	10	£18995
1.5 dCi (110) n-tec	A	78.5	11.5	94	12	£20595
1.6 DiG-T (190) n-tec	E	47.1	7.7	138	17	£21125
1.2 DiG-T (115) Tekna	C	55.4	10.8	118	10	£20345
1.5 dCi (110) Tekna	A	78.5	11.5	94	12	£21945
1.6 DiG-T (190) Tekna	E	47.1	7.5	138	18	£22475
Auto: add £13E0 to DiC T		-		-		

# Qashqai - 4330x1780mm, EURO-NCAP

1.2 DIG-T (115) Visia	D 50.4 11.3 129 17 £1826
1.5 dCi (110) Visia	A 74.3 12.4 99 17 £2001:
1.2 DIG-T (115) Acenta	D 50.4 11.3 129 17 £1985
1.5 dCi (110) Acenta	A 74.3 12.4 99 17 £2133
1.2 DIG-T (115) n-tec	D 50.4 11.3 129 17 £2170
1.5 dCi (110) n-tec	A 74.3 12.4 99 17 £2345
1.2 DIG-T (115) Tekna	D 50.4 11.3 129 14 £2380
1.5 dCi (110) Tekna	A 74.3 12.4 99 15 £2555
1.6 dCi (130) Tekna	C 64.2 10.5 115 19 £2680
1.6 dCi (130) Tekna 4WD	D 57.6 10.9 129 19 £2850
Auto: add £1350 to 1.2 DiG-T,	1.6 dCi, n-tec+: add £550 to n-tec

# X-Trail - 4643x1820mm, EURO-NCAP

1.6 dCi (130) Visia	D	57.6	10.5	129	19	£2299
1.6 dCi (130) Acenta	D	57.6	10.5	129	19	£2479
1.6 dCi (130) n-tec	D	57.6	10.5	129	20	£2729
1.6 dCi (130) Tekna	D	57.6	10.5	129	20	£2929

### Navara - 5296x1848mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
2.5 dCi (144) Visia	K	34.5	13.1	215	10	£21995
2.5 dCi (190) Acenta	K	33.6	11.1	222	9	£22495
2.5 dCi (190) Tekna	K	33.6	11.1	222	9	£27095
3.0 V6 dCi (231) auto Outlaw	L	29.7	10.7	250	11	£37140
no reactive if auto outour	_		1.00.1	200		207.1-10

# 370Z - 4250x1845mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
3.7 V6 370Z	L	27.0	5.3	248	46	£270
3.7 V6 370Z GT	L	27.0	5.3	248	46	£320
3.7 V6 370Z Nismo	L	27.0	5.2	248	46	£370
Auto: add £1450 to GT						

- Indiana - Charles - Char	
GT-R - 4670x1895mm, EURO-NC	AP N/A

# M 23.9 3.0 275 50 £78020

3.8 V6TT GT-R Nismo	M 23.9	3.0	275	50 £12500
	300			
PEUGEOT				

# www.peugeot.co.uk / Brochure: 0845 200 1234 / Dealers: 300 Warranty: 3 years/60000 miles

DRIVER POWER POS: N/A					
iOn	A N/A	150	0	28	63

# 108 - 3475x1615mm, EURO-NCAP 会会会 DRIVER POWER POS: 18th

1.0 (68) Access	Α	68.9	14.3	95	6	£824
1.0 (68) Active	A	68.9	14.3	95	6	£949
1.0 (68) Active Stop & Start	A	74.3	14.6	88	6	£974
1.2 VTi (82) PureTech Allure	A	65.7	11.0	99	11	£1099
1.2 VTi (82) PureTech Feline	A	65.7	11.0	99	11	£1184
1.2 VTi (82) Roland Garros Top!	A	65.7	11.0	99	N/A	£1249
Auto: add £250 to Active S/S 5dr, Allure, 108 Top!: add £900 to Act				o 3d	r Act	ive and

# DRIVER POWER POS: 3rd 1.0 VTI (68) Access 3dr A 65.6 15.9 99 5 £9995 1.0 VTI (68) Access-3 3dr A 65.6 15.9 99 6 £11245 1.2 VTI (82) Access-3 3dr B 62.7 14.0 104 8 £11745 1.4 HDI (70) Access-3 3dr A 65.6 15.9 99 6 £11245 1.0 VTI (82) Access-3 3dr A 65.6 15.9 99 6 £12195 1.2 VTI (82) Active 3dr A 65.6 15.9 99 6 £12195 1.2 VTI (82) Active 3dr A 74.3 15.5 98 11 £13995 1.2 VTI (82) Style 3dr A 74.3 15.5 98 11 £13995 1.6 e-HDI (92) Style 3dr A 74.3 15.5 98 11 £13995 1.6 e-HDI (92) Style 3dr A 74.3 15.5 98 11 £13995 1.6 e-HDI (92) Allure 3dr A 55.0 12.2 95 15 £14745 1.6 VTI (120) auto Allure 5dr 1.6 VTI (120) Feline Nav 5dr 1.6 VTI (120) Feline Nav 5dr 1.6 E-HDI (15) Feline Nav 5dr 1.6 E-HDI (15) Feline Nav 5dr 1.6 E-HDI (15) XT 3dr A 74.3 10.8 99 20 £18345 1.6 E-HDI (15)

Eco band
MPG
0-60mph
CO2
nce group

# 308 - 4253x1804mm, EURO-NCAP

208 - 3962x1739mm, EURO-NCAP ☆☆☆☆☆
DRIVER POWER POS: 73rd

61.4 61.4 78.5	11.1 9.6 11.1 9.7	107	14 14 14 14 15 18	£1684 £1734 £1809 £1784 £1859 £1854 £1934
61.4 61.4 61.4 78.5 76.3	9.6 11.1 9.7 11.3 10.2	107 105 107 93 95	14 14 14 15 18	£1809 £1784 £1859 £1854 £1934
61.4 61.4 78.5 76.3	11.1 9.7 11.3 10.2	105 107 93 95	14 14 15 18	£1784 £1859 £1854 £1934
61.4 78.5 76.3	9.7 11.3 10.2	107 93 95	14 15 18	£1859 £1854 £1934
78.5 76.3	11.3 10.2	93 95	15 18	£1854 £1934
76.3	10.2	95	18	£1934
91.1	9.7	02	22	CANTA
			44	119/4
70.6	8.9	105	24	£2184
58.9	10.3	110	16	£2134
74.3	10.9	100	19	£2209
70.6	8.9	105	26	£2339
50.4	7.5	130	26	£2399
70.6	8.4	103	29	£2584
	70.6	70.6 8.4	70.6 8.4 103	50.4 7.5 130 26 70.6 8.4 103 29 , 2.0 BlueHDi (150), ctive

# 508 · 4830x1853mm, EURO-NCAP 会会会会会 DRIVER POWER POS: 104th

1.6 e-HDi (115) Active Nav	c	67.3	12.4	111	24	£2204
2.0 HDi (140) Active Nav	C	61.4	10.8	119	27	£2244
2.0 BlueHDi (150) Allure Nav	B	67.3	9.8	109	30	£2639
2.0 HDi (163) auto Allure Nav	E	52.3	10.1	140	30	£2719
2.2 HDi (200) auto GT	E	53.3	8.8	140	37	£3064
2.0 HDi (200) auto HYbrid4 Allure	A	80.7	9.3	91	36	£3260
2.0 BlueHDi (180) RXH SW	C	61.4	9.7	119	32	£3029
2.0 HDi (200) HYbrid4 RXH SW	B	70.6	9.5	104	37	£3464
Auto: add £500 to 1.6 e-HDi, 508 5				£140	0 (n	ot

# Bipper Tepee - 3864x1816mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.3 HDi (75) S/S Style	C	62.8	16.8	119	2	£1374
1.3 HDi (75) S/S S	C	62.8	16.8	119	2	£1299
Auto: add £900						

# Partner Tepee - 4380x1810mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 HDi (115) Outdoor	E	53.3	12.1	139	9	£1810
1.6 HDi (92) Outdoor	E	54.3	14.3	135	6	£1735
1.6 HDi (92) S	D	54.3	14.3	125	6	£1513
1.6 HDi (75) S	E	54.3	17.1	135	3	£1468
1.6 VTi (120) S	G	38.7	13.4	164	5	£1464
1.6 VTi (98) Urban	G	42.2	14.7	155	2	£1328
A. 4						

# 3008 - 4365x1837mm, EURO-NCAP 公本本本 DRIVER POWER POS: 105th

1.6 VTi (120) Access	G	42.1	11.8	155	15	£17250
1.6 HDi (115) Access	D	58.9	13.6	125	15	£19045
1.6 VTi (120) Active	G	42.1	11.8	155	15	£18950
1.6 THP (156) Allure	G	40.9	8.9	159	20	£21750
1.6 HDi (115) Active	D	58.9	13.6	125	15	£2049
2.0 HDi (150) Active	E	53.2	9.7	139	20	£21600
2.0 HDi (200) HVbrida Activa	Λ	92.1	85	RR	26	£27245

# 5008 - 4530x1888mm, EURO-NCAP 会会会会 DRIVER POWER POS: 164th

1.0 V 11 (120) ACCUSS	u	40.3	16.3	133	13	FIRMO
1.6 HDi (115) Access	D	56.4	12.9	128	14	£20745
1.6 VTi (120) Active	G	40.9	12.3	159	12	£20800
1.6 THP (156) Allure	G	40.9	9.7	159	17	£23450
1.6 HDi (115) Active	E	56.4	12.9	132	14	£22445
2.0 HDi (150) Active	F	51.3	10.0	142	18	£23450
Auto: add £850 to 1.6 HDi, i Active (not 1.6 VTi)	E1205 to 2	2.0 HD	i, Allu	ire: a	dd f	1750 to

# 2008 - 4159x1739-1829mm, EURO-NCAP 会会会会 DRIVER POWER POS: 33rd

1.2 VTi (82) Access+	C	57.6	13.5	114	10	£1299
1.4 HDi (70) Access+	B	70.6	14.9	104	10	£1429
1.2 VTi (82) Active	C	57.6	13.5	114	11	£1409
1.6 VTi (120) Active	E	47.9	9.5	135	19	£1505
1.4 HDi (70) Active	В	70.6	14.9	104	10	£1539
1.6 e-HDi (92) EGC Active	A	74.3	13.3	98	17	£1664
1.2 VTi (82) Allure	C	57.6	13.5	114	11	£1529
1.6 VTi (120) Allure	E	47.9	9.5	135	20	£1645
1.6 e-HDi (92) EGC Allure	A	74.3	13.3	98	18	£1784
1.6 e-HDi (115) EGC Allure	B	70.6	10.4	106	20	£1804
1.6 VTi (120) Feline Calima Amb	E	47.9	9.5	135	19	£1785
1.6 e-HDi (92) Feline Calima Amb	B	70.6	12.8	103	17	£1884
1.6 e-HDi (115) Feline Calima Amb	B	70.6	10.4	106	20	£1944
Auto: add £600 to 1.6 e-HDi Activ						

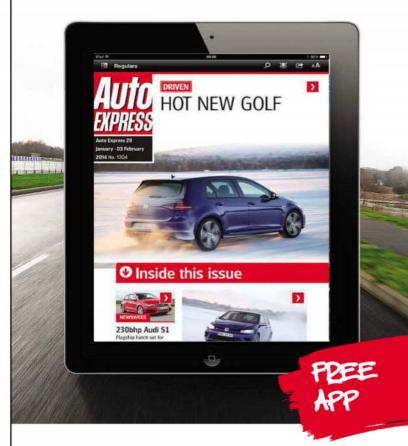
RCZ - 4290x1845mm, EURO-NCAP N/A



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.6 THP (156) Sport	F	44.1	8.3	149	27	£22100
.6 THP (200) GT	G	42.1	7.6	155	33	£26900
.0 HDi (163) Sport	E	53.2	8.7	139	29	£23950
.6 THP (270) R	F	44.8	5.9	145	42	£32000
uto: add £1140 to 1 6 THP (15)	S) GT	add t	CAN	to Se	ont	-

3.6 V6 PDK Panamera	1	33.6	6.3	196	46	£6445
3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46	£6563
3.6 V6 PDK Panamera 4	K	32.4	6.1	203	47	£6816
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£8445
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£8313
4.8 V8 PDK Panamera 45	K	31.7	4.8	208	50	£8677
4.8 V8 PDK Panamera GTS	L	26.4	4.4	249	50	£9431
4.8 V8TT PDK Panamera Turbo	L	27.7	4.1	239	50	£10893
4.8 V8TT PDK Panamera Turbo 5	L	27.7	4.1	239	50	£13207

# Macan - 4681x1923mm, EURO-NCAP

2.0T PDK Macan	н	39.2	6.9	168	35	£40626
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£44343
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£43883
3.6 V6T PDK Macan Turbo	K	31.7	48	208	44	£59991

3.6 V6 Tiptronic Cayenne	K	30.7	7.7	215	44	£5027
3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£5025
3.0 V6 Tipt Cayenne S E-Hybrid	A	83.1	5.9	79	49	£6152
4.2 V8 Tiptronic Cavenne 5 Diesel	K	35.3	5.4	209	50	£6216
4.8 V8 Tiptronic Cayenne 5	K	29.7	5.5	223	48	£6091
3.6 V6 Tiptronic Cayenne GTS	L	28.8	5.2	228	50	£7344
4.8 V8TT Tiptronic Cayenne Turbo	M	25.2	4.5	261	50	£9378
A 9 VOTT Titronic Causene Turbo	84	746	41	267	50	£11061

# Boxster - 4374-4414x1801mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.7 Boxster	J	34.4	5.8	192	40	£3935
3.4 Boxster S	K	32.1	5.1	206	43	£4947
3.4 Boxster GTS	K	31.4	5.0	211	44	£5609
3.4 Boxster Spyder	L	28.5	4.5	230	N/A	£6537
PDK: add £1782 (£2201 to 0	GTS, not S	pyder)				

# Cayman - 4380-4438x1801mm, EURO-NCAP N/A DRIVER POWER POS: N/A

		221			-	
2.7 Cayman						£4023
3.4 Cayman S	K	32.1	5.0	206	41	£4878
3.4 Cayman GTS	K	31,4	4.9	211	43	£5539
3.4 Cayman GT4	L	27.4	4.4	238	NA	£6445
PDK: add £1782 (£2351 to	GTS, not G	T4)				

# 911 - 4491-4545x1808-1880mm, EURO-NCAP N/A

3.6 Carrera		24.4	40	717	AC	£7420
3.8 Carrera S						£8424
3.8 Carrera GTS						£9179
3.6 Carrera Cabriolet						£8286
3.8 Carrera S Cabriolet	L	29.1	4.7	229	50	£9312
3.8 Carrera GTS Cabriolet	L	29.1	4.6	228	50	£10052
3.6 Carrera 4	K	30.4	4.9	219	46	£7906
3.8 Carrera 45	L	28.5	4.5	234	48	£8932
3.8 Carrera 4 GTS	L	28.5	4.4	233	50	£9678
3.6 Carrera 4 Cabriolet	K	29.7	5.1	224	49	£8772
3.8 Carrera 4S Cabriolet	L	28.2	4.7	236	50	£9798
3.8 Carrera 4 GTS Cabriolet	L	28.2	4.6	235	50	£10531
3.8 Targa 4	ĸ	29.7	5.2	223	49	£8707
3.8 Targa 45	L	28.2	4.8	237	50	£9733
3.8 Targa 4 GTS	L	28.2	4.7	237	50	£10531
3.8 PDK Turbo	L	29.1	3.2	227	50	£12152
3.8 PDK Turbo S	L	29.1	3.1	227	50	£14304
3.8 PDK Turbo Cabriolet	L	28.5	3.3	231	50	£13014
3.8 PDK Turbo S Cabriolet	L	28.5	3.2	231	50	£151782
3.8 PDK Turbo 5 Exclusive GB Ed	L	29.1	3.1	227	50	£15997
3.8 PDK GT3	M	22.8	3.5	289	49	£10169
4.0 PDK GT3 RS	M	22.2	3.3	296	50	£13245
PDK: add £2238-£2947		OCHAV.		PUNPA	-	271002

4.6 V8 hybrid PDK	A 85.6	2.8	79 N/A£78115
4.6 V8 hybrid PDK Weissach	A 94.2	2.8	70 N/A£85315

# RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 15 Warranty: 4 years/100000 miles

17hp Urban	A	N/A	N/A	0	10	£685
17hp Technic			N/A			
Battery hire: £45-£67 per month	_					

# ingo - 3590x1640mm, EURO-NCAP

1.0 SCe (70) Expression	B	62.8	12.0	105	2	£9495
1.0 SCe (70) Play	B	62.8	12.0	105	3	£9995
1.0 SCe (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
900cc TCe (90) S&S Dynamique	A	65.7	12.0	99	8	£11695
900cc TCe (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545

DRIVER POWER POS: 5th						
75hp Zoe Expression	A	N/A	13.5	0	15	£139
75hp Zoe Dynamique Zen/Intens	A	WA	13.5	0	16	£151
75hp Zoe i-Expression	A	N/A	13.5	0	15	£184
75hp Zoe i-Dynam Zen/Intens	A	WA	13.5	0	16	£200
Battery hire: from £25 per month	(inc	dude	d with	'i' n	node	(s)

# Clio - 4062x1731mm, EURO-NCAP N/A

DRIVER FOREKTOS. FOR				
1.2 16v (75) Expression	D	51.4	15.4	10.
1.2 16v (75) Expression+	D	51.4	15.4	7
DODGE TCo (DO) Everyneign	- 0	62.0	12.2	7

ECO DAND	MPG	4dw09-0	 msurance group	List price	

1.5 dCi (90) Expression+	A	83.1	11.7	90	13	£14975
1.2 16v (75) Dynamique Nav	D	51.4	15.4	127	8	£13675
900cc TCe (90) Dynamique Nav	B	62.8	12.2	104	9	£14675
1.5 dCi (90) Dynamique Nav	A	83.1	11.7	90	13	£15975
900cc TCe (90) Dynamique 5 Nav	В	62.8	12.2	105	10	£15675
1.5 dCi (90) Dynamique S Nav	A	83.1	11.9	93	13	£16975
1.2 TCe (120) EDC GT Line	C	54.3	9.9	120	14	£17725
1.6T (200) EDC Renaultsport	F	44.8	6.7	144	29	£19145
1.6T (200) EDC Renaultsport Lux	F	44.8	6.7	144	29	£20295
Auto: add £1300 to dCi Dynamiqu to 1.5 dCi and 900 TCe	ue/E	ynan	nique	S, EC	0: a	dd £250

# legane - 4295x1808mm, EURO-NCAP 🖈 🖈 🖈

1.6 (110) Expression+	G	40.9	10.5	159	13	£16750
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy TCe (115) Expression+	C	53.3	10.9	119	16	£17570
1.6 (110) Limited	G	40.9	10.5	159	13	£18250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19745
1.6 (110) Dynamique Nav	G	40.9	10.5	159	17	£17750
1.2 Energy TCe (115) Dynam Nav	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	15	£19245
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	17	£19745
2.0 TCe GT 220	H	38.7	7.6	169	31	£23250
Auto: add £1000 to dCi (110), GT I	ine	Nav:	add f	1500	to	10000
Discoming to No. (and 1 C (110)) Co	nn	Term	or ad	4 515	nn	

1.6 (110) Limited	G	40.9	10.5	159	14	£18750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.6 (110) Dynamique Nav	G	40.9	10.5	159	15	£18250
1.2 Energy TCe (115) Dynam Nav	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	20	£21445
2.0 TCe GT 220	H	38.7	7.6	169	31	£24230
2.0T Renaultsport 265	н	37.7	6.0	174	36	£25935
2.0T Renaultsport 275 Trophy	H	37.7	6.0	174	36	£28930
2.0T Renaultsport 275 Trophy-R	н	37.7	5.8	174	39	£36430
Auto: add £1000 to dCi (110), GT	Line	Nav.	add f	1500	to	
Dynamique Nav/not 1 6 /110\\ C	-	e Cah	rin a	dd £3	1600	0

# Scenic - 4366-4573x1845mm, EURO-NCAP

1.6 VVT (110) XMOD	Dynam Nav	ı	36.7	11.7	178	19	£19370
1.2 TCe (115) XMOD							
1.5 dCi (110) XMOD	Dynamiq Nav I	В	68.9	12.5	105	19	£21395
1.6 dCi (130) XMOD	Dynamiq Nav	c	64.2	10.3	114	24	£22495
1.2 TCe (130) XMOD	Dynam Nav	F	44.1	11.4	145	20	£22405
1.6 VVT (110) Dynam	nique Nav	н	38.2	11.7	174	19	£19365
1.2 TCe (115) S/S Dyr	namigue Nav	E	47.9	11.7	135	19	£20555
1.2 TCe (130) S/S Dyr	namique Nav	E	45.6	11.4	140	20	£21055
1.5 dCi (110) S/S Dyn	amigue Nav	В	68.9	12.5	105	19	£21395
1.6 dCi (130) 5/5 Dyn	amigue Nav	C	64.2	10.3	114	24	£22495
Auto: add £1100 to 1 £500 to 1.2 TCe, 1.5/ (not XMOD)							

# Captur - 4122x1778mm, EURO-NCAP 会会会会会

				9	£14295
А	76.4	13.1	95	11	£15995
c	56.5	13.0	115	9	£15395
A	76.4	13.1	95	12	£16995
D	52.3	10.9	125	14	£17695
A	76.4	11.0	98	16	£17695
	CADA	C 56.5 A 76.4 D 52.3 A 76.4	C 56.5 13.0 A 76.4 13.1 D 52.3 10.9 A 76.4 11.0	C 56.5 13.0 115 A 76.4 13.1 95 D 52.3 10.9 125 A 76.4 11.0 98	A 76.4 13.1 95 11 C 56.5 13.0 115 9 A 76.4 13.1 95 12 D 52.3 10.9 125 14 A 76.4 11.0 98 16

ROLLS-ROYCE	
www.rolls-roycemotorcars.com / Brochure: 01243 38400 Dealers: 6 Warranty: 4 years/unlimited miles	0 /
Ghost - 5399x1948mm, EURO-NCAP N/A DRIVER POWER POS: N/A	П

# M 20.8 4.7 327 N/A£18187

6.6 V12 auto Ghost Extended WB	M 20.6	4.8	329 N/A£207115

# Wraith - 5281x1947mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.6 V12 auto Wraith	M 20.2	4.4	327 N/A£19209
	10000000	111200	1 221 2 27 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2

6.7 V12 auto Phantom	M 19.1	5.7	347 N/A£259655
6.7 V12 auto Phantom Coupe	M 19.1	5.6	347 N/A£283335
6.7 V12 auto Phantom DHC	M 19.1	5.6	347 N/A£299895
6.7 V12 auto Phantom EWB	M 18 9	58	349 N/A£304295

# SEAT

# Mii - 3540x1641mm, EURO-NCAP

1.0 12v (60) S 3dr	В	62.8	14.4	105	1	£8195
1.0 12v (60) S A/C 3dr	В	62.8	14.4	105	1	£8705
1.0 12v (60) Ecomotive 3dr	A	68.9	14,4	96	1	£9530
1.0 12v (60) SE 3dr	В	62.8	14.4	105	1	£9630
1.0 12v (60) I-TECH 3dr	В	62.8	14.4	105	3	£9995
1.0 12v (75) Sport 3dr	В	60.1	13.2	108	2	£10380
1.0 12v (75) by MANGO 3dr	В	60.1	13.2	108	2	£10995
A Ideason or cl I	Lence					

# Ibiza - 4031-4072x1693mm, EURO-NCAP

1.2 12v (70) S A/C SC 3dr	D	52.3	13.9	125	5	£1141
1.2 TDI S A/C SC 3dr	В	72.4	13.9	102	7	£1330
1.2 TDI 5 Ecomotive SC 3dr	A	80.7	13.9	92	7	£1383
1.4 16v SE SC 3dr	E	47.9	11.8	139	9	£1254
1.4 16v Toca 3dr	E	47.9	11.8	139	11	£1287
1.4 16v 30 Years 3dr	E	47.9	11.8	139	12	£1287
1.2 TSI DSG SE SC 3dr	D	53.3	9.7	124	12	£1418
1.2 TDI SE Ecomotive SC 3dr	A	80.7	13.9	92	7	£1436
1.6 TDI SE SC 3dr	C	65.7	10.5	112	14	£1491
1.2 TSI I-TECH SC 3dr	C	55.4	9.8	119	15	£1379
1.2 TSI FR SC 3dr	C	55.4	9.8	119	12	£1419
1.4 TSI ACT FR SC 3dr	В	60.1	7.8	109	12	£1549
1.6 TDI FR SC 3dr	C	65.7	10.5	112	14	£1591
2.0 TDI FR SC 3dr	D	60.1	8.2	123	22	£1708
1.4 TSI DSG Cupra SC 3dr	E	47.9	6.9	139	27	£1898
DSG: add £895 to 1.2 TSI FR, 5dr. FR Edition: add £600 to 1.4 TSI A			to SC,	ST: a	dd f	1210,

# Toledo - 4482x1703mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

1.2 TSI (85) S	C	55.4	11.8	119	10	£14265
1.2 TSI (105) S	C	56.5	10.4	116	13	£15295
1.2 TSI (105) I-TECH	C	56.5	10.4	116	15	£17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	£17965
1.6 TDI (105) Ecomotive S	В	72.4	10.6	104	15	£17150
1.6 TDI (105) Ecomotive I-TECH	В	72.4	10.6	104	15	£18870
SE Nav: add £1200 to 5 (not 1.2 T	51 (8)	5))				

# Leon - 4263x1784mm, EURO-NCAP

1.2 TSI S 5dr	C	57.6	9.9	114	12	£1611
1.6 TDI S 5dr	A	74.3	10.7	99	13	£1781
1.2 TSI SE 5dr	C	57.6	9.9	114	13	£1723
1.4 TSI SE 5dr	C	54.3	8.2	119	17	£1783
1.6 TDI (105) SE 5dr	A	74.3	10.7	99	13	£1893
1.6 TDI (110) Ecomotive SE 5dr	A	85.6	10.7	87	14	£1992
2.0 TDI (150) SE 5dr	B	68.9	8.4	106	19	£2028
1.4 TSI ACT FR 5dr	В	54.3	8.0	109	20	£2000
1.8 TSI FR 5dr	E	47.1	7.5	139	25	£2077
2.0 TDI (150) FR 5dr	8	68.9	8.4	106	20	£2183
2.0 TDI (184) FR 5dr	C	65.7	7.5	112	26	£2282
2.0 TSI (265) Cupra SC 3dr	F	44.1	5.9	149	26	£2596
2.0 TSI (280) Cupra 5dr	F	44.1	5.8	149	26	£2751
2.0 TDI (150) X-PERIENCE SE	D	57.6	8.7	129	19	£2438
2.0 TDI (184) DSG X-PER SE Tech	E	55.4	7.1	133	23	£2887
DSG: add £1250 to 1.2 TSI SE, 1.8	TSIF	R, 1.6	TDIS	E, 2.0	TD	LSC 3dr
£300 less than 5dr, Leon ST: add £	825					

# tea - 4282×1768mm, EURO-NCAP 会会会会会

1.6 TDI (105) Ecomotive I TECH	C	62.8	12.2	119	14	£19345
2.0 TDI (140) I TECH	D	57.6	9.7	129	19	£20145
DSG: add £870 to 1.6 TDI, Altea X	L: a	dd E7.	20			

# Alhambra - 4854x1904mm, EURO-NCAP \*\*\*\*\*\*\*\* DRIVER POWER POS: N/A

2.0 TDI (140) Ecomotive S	F	50.0	10.9	146	18	£25630
2.0 TDI (140) I-TECH	F	50.0	10.9	146	18	£28630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21	£32420

# SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135 Warranty: 3 years/60000 miles

1.0 MPI (60) S 3dr	B	62.8	14.4	105	1	£8210
1.0 MPI (60) SE 3dr	В	62.8	14.4	105	1	£9060
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	£10590
1.0 MPI (60) Black Edition 3dr	В	62.8	14.4	105	1	£10090
1.0 MPI (75) Elegance 3dr	A	67.3	13.2	98	2	£10695
ASG auto: add £305 to SE and E GreenTech: add £360 to (60) SE				add	£35	50,

# Fabia - 3992x1732mm, EURO-NCAP 会会会会会 DRIVER POWER POS: N/A

1.0 MPI (60) S	В	60.1	15.7	106	2	£10600
1.0 MPI (75) S	В	58.8	14.7	108	4	£11460
1.2 TSI (110) DSG S	В	60.1	9.4	109	13	£13740
1.4 TDI (90) S	A	83.1	11.1	88	12	£14090
1.0 MPI (75) SE	8	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	В	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	В	58.8	9.4	110	14	£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	£16840

# Rapid - 4483x1706mm, EURO-NCAP ★☆☆☆ DRIVER POWER POS: 25th

1.2 (75) 5		470	120	127	7	£13190
1.2 TSI (86) S	C	55.4	11.8	119	10	£13980
1.2 TSI (86) SE	C	55.4	11.8	119	10	£14930
1.2 TSI (105) SE	D	52.3	10.3	125	13	£15630
1.2 TSI (105) Sport	D	52.3	10.3	125	13	£15630
1.4 TSI (122) DSG SE	E	48.7	9.5	134	16	£17425
1.6 TDI (105) SE	C	64.2	10.4	114	15	£17380
1.2 TSI (105) Elegance	D	40.9	10.3	125	13	£16380
1.6 TDI (105) Elegance	C	50.4	10.4	114	15	£18130
1.6 TDI (90) GreenLine	A	74.3	12.0	99	13	£17815
Rapid Spaceback: add £540,	GreenTe	ch: ac	d £25	0 to	1.21	SI (86),
1.4 TSI, and all 1.6 TDI SE and	d Elegano	e mo	dels			

### Octavia - 4659x1814mm, EURO-NCAP 会会会会

1.2 TSI (110) S	C	57.7	10.2	114	13	£16285
1.6 TDI (110) S	A	74.3	10.6	99	13	£18300
1.2 TSI (110) SE	C	57.7	10.2	114	18	£17635
1.4 TSI (150) SE	C	55.4	8.1	118	18	£18810
1.6 TDI (110) SE	A	74.3	10.6	99	13	£19650
2.0 TDI (150) SE	В	70.6	8.4	106	19	£20535
1.4 TSI (140) SE L	C	55.4	8.1	118	19	£20510
1.6 TDI (110) SE L	A	74.3	10.6	99	14	£21350
2.0 TDI (150) SE L	В	70.6	8.4	106	20	£22235
1.8 TSI (180) Laurin & Klement	E	47.9	7.3	135	25	£26465
2.0 TDI (150) Laurin & Klement	В	70.6	8.4	106	22	£26465
1.6 TDI (110) GreenLine III	A	80.7	10.6	90	15	£20225
2.0 TDI (184) vRS	C	64.2	8.1	115	26	£24075
2.0 TSI (220) vRS	F	45.6	6.8	142	29	£23830
2.0 TDI (150) 4x4 Scout	D	58.9	9.1	125	19	£25405
2.0 TDI (184) DSG 4x4 Scout	D	56.5	7.8	129	22	£28200
DSG: add £1250 (£1390 to vRS), E same price as SE (1.6 TDI & 2.0 TD				0, SE	Bus	iness:

# Superb - 4833x1817mm, EURO-NCAP

1.4 TSI (125) S	E	47.9	10.5	138	19	£18690
1.6 TDI (105) Eleg GreenLine III	8	67.3	12.2	109	17	£23990
1.6 TDI (105) S	C	62.8	12.1	117	17	£19890
1.6 TDI (105) S GreenLine III	B	67.3	12.2	109	17	£20200
1.6 TDI (105) SE GreenLine III	8	67.3	12.2	109	17	£21665
1.8 TSI Elegance DSG	G	40.4	8.4	162	27	£25745
1.8 TSI SE	G	41.5	8.2	158	26	£21725
2.0 TDI (140) Flagance	-	61.4	10.0	110	23	624840

# Rec band MPG 0-60mph CO<sub>2</sub> ce group

2.0 TDI (140) Laurin & Klement	C	61.4	10.0	119	24	£26830
2.0 TDI (170) Elegance	C	61.4	8.6	120	26	£25770
2.0 TDI (170) Laurin & Klement	C	61.4	8.6	120	26	£27760
2.0 TDI (140) S	C	61.4	10.0	119	22	£20490
2.0 TDI (140) SE	C	61.4	10.0	119	23	£22130
2.0 TDI (170) SE	C	61.4	8.6	120	25	£23060
3.6 V6 DSG Elegance 4x4	K	30.4	6.4	215	35	£3065
3.6 V6 DSG Laurin & Klement 4x4	K	30.4	6.4	215	35	£3264
DSG: add £1435 to 2.0 TDI, Estate:	ad	d £11	25, 4x	4: ad	d£1	585 to
2.0 TDI (140) Elegance and Laurin	81	Cleme	nt, 4x	4 DS	G: ac	dd
£2895 to 2.0 TDI (170), Outdoor: a	dd	£200	0 to 2.	OTD	(14	0) 4x4 o
2.0 TOI (170) DSG 4x4 estates. Out	do	or Plu	s: add	£100	00	

# Roomster - 4214x1684mm, EURO-NCAP 会会会会会

DRIVER POWER POS. 02110						
1.2 TSI (105) DSG S	E	50.0	11.0	134	12	£1418
1.2 TSI (86) S	E	50.0	12.6	134	9	£1275
1.2 TSI (105) SE	E	50.0	10.9	134	12	£1479
1.2 TSI (86) SE	E	50.0	12.6	134	9	£1413
1.2 12v (69) S	F	46.0	15.9	143	5	£1210
1.2 TDI (75) GreenLine II	В	67.0	15.4	109	9	£1632
1.6 TDI (105) SE	D	60.0	11.5	124	13	£1564
1.6 TDI (90) SE	D	60.0	13.3	124	11	£1541
Scout: add £660 to 1.2 TSI and 1	.6 TD	ISE				

# Yeti - 4223x1793mm, EURO-NCAP 大会会会会 DRIVER POWER POS; 2nd

1.2 TSI (105) S	F	46.3	11.4	142	13	£16715
1.6 TDI (105) GreenLine II 5	C	61.4	12.1	119	14	£18205
2.0 TDI (110) S	E	55.4	11.6	134	14	£18055
1.2 TSI (105) SE	F	46.3	11.4	142	14	£18225
1.6 TDI (105) GreenLine II SE	C	61.4	12.1	119	14	£19715
2.0 TDI (110) SE	E	55.4	11.6	134	14	£19565
1.2 TSI (105) Elegance	F	46.3	11.4	142	14	£20050
1.6 TDI (105) GreenLine II Elegan	C	61.4	12.1	119	14	£21475
2.0 TDI (110) Elegance	Ε	55.4	11.6	134	14	£21390
2.0 TDI (140) Outdoor SE 4x4	G	48.7	9.9	152	18	£22030
2.0 TDI (140) Outdoor Elegan 4x4	G	48.7	9.9	152	19	£23965
2.0 TDI (170) Outdoor Elegan 4x4	F	49.6	8.4	149	22	£24640
1.8 TSI (160) Outdoor L&K 4x4	1	36.2	8.4	184	22	£25610
2.0 TDI (140) DSG Outdr L&K 4x4	G	44.8	10.2	164	19	£27165
2.0 TDI (170) Outdoor L&K 4x4	F	49.6	8.4	149	22	£26740
DSG: add £1100 to 1.2 TSI, Yeti Out	do	or: sar	ne pri	ce as	star	dard
car 4v4: add £1640 to 2.0 TOL(110)	0	tdoor	Can	Out	dan	rSF

art.co.uk / Brochure: 0808 000 8080 / Dealers: 48 years/unlimited miles Warranty: 3 years/un

# fortwo - 2695x1663mm, EURO-NCAP 女会会 DRIVER POWER POS: N/A

1.0 (71) passion	A	68.9	14.4	93	3	£11125
1.0 (71) prime	A	68.9	14.4	93	3	£11820
1.0 (71) edition #1	A	68.9	14.4	93	3	£13225
0.9T (90) passion	A	67.3	10.4	97	8	£11720
0.9T (90) prime	A	67.3	10.4	97	8	£12415
0.9T (90) edition #1	A	67.3	10.4	97	9	£13820
proxy: same price as prime						

# forfour - 3495x1665mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

1,0 (71) passion	A	67.3	15.9	97	2	£11620
1.0 (71) prime	A	67.3	15.9	97	2	£12315
1.0 (71) edition #1	A	67.3	15.9	97	3	£13720

# SSANGYONG

www.ssangyonggb.co.uk / Brochure: 0845 456 4056 / Dealers: 68 Warranty: 5 years/unlimited miles

# Turismo - 5130x1915mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.05		37.2	14.2	199	27	£17995
2.0 ES	1	37.2	14.2	199	27	£19995
2.0 EX auto 4WD	K	34.9	14.2	212	29	£23995
Auto: add £1500 to ES				2000	-	

# Tivoli - 4195x1795mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 SE	E	44.1	12.0	149 N/A	£12950
1.6D SE	C	N/A	N/A	113 N/A	£14200
1.6 EX	F	44.1	12.0	149 N/A	£14600
1.6D EX	C	N/A	N/A	113 N/A	£15850
1.6D auto ELX 4WD	D	N/A	N/A	123 N/A	£19500
Auto: add £1000 to EX and ELX	add	£1400	to E	(, 4WD: a	dd
£1250 to EX and ELX diesel mar	nual				

# Korando - 4410x1830mm, EURO-NCAP N/A DRIVER POWER POS: N/A

DRIVER FORER FOS. IVA						
2.0 SE 2WD	F	47.1	9.9	147	19	£1499
2.0 ELX4 4WD	G	45.6	9.9	157	19	£1999
Auto: add £1500 to ELX4, 4WD	add !	£1500	to SE		-100	1077007

# Rexton W · 4755x1900mm, EURO-NCAP N/A

2.0 SX	1	38.2	13.0	196	31	£21995
2.0 EX	1	38.2	13.0	196	32	£24495

### Korando Sports - 4990x1910mm, EURO-NCAP N/A

DRIVER POWER POS. INA						
2.0 SX	1	37.7	N/A	199	5	£1799
2.0 EX	- 1	37.7	N/A	199	6	£2039

www.subaru.co.uk / Brochure: 0844 662 6612 / Dealers: 59 Warranty: 5 years/100000 miles

1.6i RC	F	44.1	12.3	147	13	£17495
1.6i RC Lineartronic auto	E	46.3	12.6	140	13	£18995

### XV - 4450x1780mm, EURO-NCAP

# Eco band MPG 0-60mph CO<sub>2</sub> ce group ist price

### **DRIVER POWER POS: 97th**

2.0i SE	G	40.9	10.5	160	21	£21995
2.0D SE	F	50.4	9.3	146	26	£23995
Auto: add £1500 to 2.0i, SE Prer	nium:	add i	2000	to SE		CC1 TO SANCE

# Forester - 4595x1795mm, EURO-NCAP N/A DRIVER POWER POS: 32nd

2.0i XE	G	40.9	10.6	160	23	£25495
2.0 DIT auto XT Turbo	- 1	33.2	7.5	197	23	£30995
2.0D X	F	49.6	10.2	148	24	£24995
2.0D XC	F	49.6	10.2	148	25	£26995
Auto: add £1500. Premium: add	£2000	Otn2	O XF	and 2	OD	XC.

# Outback (NEW) - 4815x1840mm, EURO-NCAP N/A

F	50.4	9.7	145	N/A	£279
G	46.3	9.7	159	N/A	£299
G	40.4	10.2	161	N/A	£284
	G	G 46.3	G 46.3 9.7	G 46.3 9.7 159	F 50.4 9.7 145 N/A G 46.3 9.7 159 N/A G 40.4 10.2 161 N/A

2.0 SE	1	36.2	7.6	181	31	£22495
2.0 SE Lux	- 1	36.2	7.6	181	31	£23995
Auto: add £1500					1	-

# WRX STI - 4595x1795mm, EURO-NCAP N/A DRIVER POWER POS: N/A

L 27.2 5.2 242 40 £28995

# SUZUKI

www.suzuki.co.uk / Brochure: 0845 850 8800 / Dealers; 149 Warranty: 3 years/60000 miles

# Celerio - 3600x1600mm, EURO-NCAP

1.0 523	A 65.7	N/A	99	7	£7999
1.0 524	A 65.7				

# Swift - 3850x1695mm, EURO-NCAP \*\*\* DRIVER POWER POS: 139th

1.2 SZ2 3dr	C	57.0	12.3	116	8	£8999
1.2 SZ3 3dr	C	57.0	12.3	116	9	£1059
1.2 SZ4 3dr	C	57.0	12.3	116	9	£1169
1.2 Dualjet SZ4 3dr	A	65.7	12.3	99	11	£1269
1.6 VVT Sport 3dr	F	44.1	8.7	147	19	£13999
Auto: add £900 to 1.2 SZ4 5dr, 5	dr: ac	dd £50	00, 4x4	1: add	£3	100 to
SZ3 5dr and £1500 to SZ4 5dr, SZ	L'a	dd £50	00 to 5	Z3		

# 

1.6 VVT 5Z3	D	51.3	11.0	127	13	£1549
1.6 VVT SZ-T	D	51.3	11.0	127	13	£1799
1.6 VVT SZ5	D	51.3	11.0	127	14	£2024
1.6 DDIS 5Z3	В	67.2	12.0	110	20	£1699
1.6 DDiS SZ-T	В	67.2	12.0	110	20	£1949
1.6 DDiS SZ5	В	67.2	12.0	110	19	£2174
Auto: add £1350 to 1 6 57-T 57	5 4100	D- ade	16100	nto.	C7. T	and \$7

# Jimny - 3645x1645mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.3 SZ3	G	39.8	14.1	162	14	£121
1.3 SZ4	G	39.8	14.1	162	15	£136
Auto: add £900 to \$24						

# Vitara (NEW) -4175x1775mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

1.6 SZ4	D 53.3 11.5 123 N/A £13999
1.6 SZ-T	D 53.3 11.5 123 N/A £15499
1.6 SZ5	D 53.3 11.5 123 N/A £17999
1.6 DDIS SZ-T	B 70.6 11.5 106 N/A £16999

# 1.6 DDIS SZ5 4WD: add £1800 to SZ5 B 70.6 11.5 106 N/A £19499

www.teslamotors.com / Brochure: 020 8740 6035 / Dealers: 1 Warranty: 8 years/unlimited miles

# Model S - 4970x1964mm, EURO-NCAP 会会会会会 DRIVER POWER POS: N/A

70 KWN 70D	A NA	5.2	U	50	15553
85 kWh 85D	A N/A	4.4	0	50	£6353
85 kWh P85D	A N/A	3.1	0	50	£7953
, or one of the second	- I - I - I - I - I - I - I - I - I - I				

# TOYOTA

1.0 VVT-i x 3dr	A 69.0 14	.2 95	6	£85
1.0 VVT-i x-play 3dr	A 69.0 14	.2 95	7	£97
1.0 VVT-i x-pression 3dr	A 69.0 14	.2 95	7	£109
1.0 VVT-i x-cite 3dr	A 69.0 14	.2 95	7	£111
1.0 VVT-i x-clusiv 3dr	A 69.0 14	.2 95	7	£112
Auto: add £700 to 1.0 VVT-i	5dr (not x). 5dr: ac	id £400	)	

# Yaris - 3885x1695mm, EURO-NCAP 大会会会 DRIVER POWER POS: 76th

1.0 VV I-I ACTIVE 3GF	C 29.0	15.3	311	4	TIMA
1.0 VVT-i Icon 3dr	€ 59.0	15.3	111	4	£127
1.33 VVT-i Icon 3dr	D 51.0	11.7	123	8	£134
1.33 VVT-i Sport 5dr	D 52.0	11.7	123	8	£149
1.33 VVT-i Excel 5dr	D 52.0	11.7	127	8	£156
1.5 Hybrid auto Icon 5dr	A 80.7	11.8	79	8	£161
1.5 Hybrid auto Excel 5dr	A 76.0	11.8	85	9	£176
1.4 D-4D Icon 5dr	A 72.0		99	11	£155
Auto: add £1000 to 1.33 VVT-	, 5dr: add £6	00			

	1.33 VVT-i Active	D	52.3	12.6	125	7	£14945
	1.4 D-4D Active	A	72.4	12.5	99	10	£16295
	1.33 VVT-i Icon	D	52.3	12.6	125	8	£17645
	1.4 D-4D Icon	В	72.4	12.5	103	10	£18995
	1.6 V-matic Icon	E	47.9	10.0	138	14	£17995
	1.8 Hybrid auto Icon	A	78.5	10.9	84	7	£20645
	1.4 D-4D Excel	В	72.4	12.5	103	10	£21495
F	1.6 V-matic Excel	E	47.9	10.0	136	14	£20250
8	1.8 Hybrid auto Excel	A	78.5	10.9	91	7	£22890
ii.	Auto: add £1000 to 1.6 V-matic	. Tour	ing Sp	orts:	add f	110	O, Icon
	Plus: add £800 to Icon		51276				

Auris - 4275x1760mm, EURO-NCAP

MPG O-60mph CO<sub>2</sub> ice group ist price

# Prius - 4460x1745mm, EURO-NCAP 会会会会会 DRIVER POWER POS: 36th

# 1.8 VVT-i Hybrid auto T-Spirit 1.8 VVT-i Hybrid auto T3 1.8 VVT-i Hybrid auto T4 1.8 VVT-i Hybrid auto Plug-in A 72.0 10.4 92 16 £25295 A 72.0 10.4 89 15 £21995 A 72.0 10.4 92 15 £23745 A 134.511.3 49 16 £28395

# Avensis (NEW) - 4695-4710x1810mm, EURO-NCAP N/A

1.8 VVT-i Active	E	47.4	9.4	138 N/A	£17765
1.6 D-4D Active	В	68.9	9.7	108 N/A	£18850
1.8 VVT-i Business Edition	E	47.4	9.4	138 N/A	£20995
1.6 D-4D Business Edition	В	68.9	9.7	108 N/A	£21995
2.0 D-4D Business Edition	C	62.8	9.5	119 N/A	£22995
2.0 D-4D Excel	C	62.8	9.5	119 N/A	£26635
Auto: add £1250 to 1.8 VVT-i,					
(£1805 to Excel), Business Editi	on Plu	s: add	£180	O to Busin	ess Ed

# Prius+ - 4615x1775mm EURO-NCAP N/A DRIVER POWER POS: N/A

1.8 VVT-i Hybrid auto Icon	A	68.9	11.3	96	11	£26145
1.8 VVT-i Hybrid auto Excel	В	64.2	11.3	101	12	£29445

G	42.8	11.7	154	13	£1770
C	62.8	12.7	119	16	£1999
G	42.8	11.7	154	14	£2030
C	62.8	12.7	119	16	£2199
F	44.1	11.1	150	15	£2280
C	62.8	12.7	119	16	£2299
C	62.8	12.7	119	16	£2399
		add	£500	to 1	.6
	G C F C C tic, 7	C 62.8 G 42.8 C 62.8 F 44.1 C 62.8 C 62.8	C 62.8 12.7 G 42.8 11.7 C 62.8 12.7 F 44.1 11.1 C 62.8 12.7 C 62.8 12.7 tic, 7-seats: add	C 62.8 12.7 119 G 42.8 11.7 154 C 62.8 12.7 119 F 44.1 11.1 150 C 62.8 12.7 119 C 62.8 12.7 119 tic, 7-seats: add £500	G 42.8 11.7 154 13 C 62.8 12.7 119 16 G 42.8 11.7 154 14 C 62.8 12.7 119 16 F 44.1 11.1 150 15 C 62.8 12.7 119 16 C 62.8 12.7 119 16 tit, 7-seats. add £500 to 1

# RAV4 - 4570x1845mm, EURO-NCAP 会会会会 DRIVER POWER POS: 29th

			The Property		- AND 10 AND 10
· D	57.6	10.5	127	26	£22495
D	57.6	10.5	128	26	£24995
н	39.2	9.9	167	29	£26000
F	49.6	9.6	149	29	£26800
WD: a	dd £1	000 to	2.0	D-40	D,
nodels					
	H F IWD: a	D 57.6 H 39.2 F 49.6	D 57.6 10.5 H 39.2 9.9 F 49.6 9.6 WD: add £1000 to	D 57.6 10.5 128 H 39.2 9.9 167 F 49.6 9.6 149 WD: add £1000 to 2.0	D 57.6 10.5 127 26 D 57.6 10.5 128 26 H 39.2 9.9 167 29 F 49.6 9.6 149 29 WD: add £1000 to 2.0 D-41 models

# Hilux - 5260x1760mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.5 D-4D Double Cab Active	1	38.7	13.3	194 N/A	£19176
2.5 D-4D Double Cab Icon	1	38.7	13.3	194 N/A	£20801
3.0 D-4D Double Cab Invincible	K	36.7	12.1	203 N/A	£21760

### Land Cruiser - 4760-4950x1885-1970mm, EURO-NCAP N/A

DRIVER FOWER FOS. WA						
3.0 D-4D Active 5st 3dr	K	34.9	11.0	214	31	£35460
3.0 D-4D auto Active 5st 5dr	K	34.9	11.0	213	34	£39215
3.0 D-4D auto Icon 7st 5dr	K	34.9	11.0	213	35	£47960
3.0 D-4D auto Invincible 7st 5dr	K	34.9	11.0	213	35	£52960
4.5 D-4D auto V8 5dr	L	29.7	8.9	250	48	£65715

DRIVER POWER POS: 115th		N/A				
2.0 GT 86 Primo	0.0	36.2	7.7	181	33	£22700
2.0 GT 86	- 1	36.2	7.7	181	33	£25000
2.0 GT 86 Aero	,	36.2	7.7	192	33	£27500

# VAUXHALL

www.vauxhall.co.uk /Brochure: 0845 111 7711 / Dealers: 404 Warranty: 3 years/60000 miles

# Viva - 3675x1595mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.0i (75) ecoFLEX SE	A	65.7	WA	99 N/A	£8170
1.0i (75) SL	B	62.8	N/A	104 N/A	£9495

# Adam - 3698x1720mm, EURO-NCAP 公会会会 DRIVER POWER POS: 90th

					£1143
D	53.3	12.5	125	6	£11780
D	53.3	11.5	125	8	£12305
C	57.6	9.9	114	10	£1345
D	53.3	14.9	124	10	£13995
D	53.3	12.5	125	10	£14320
C	55.4	9.9	119	10	£15995
E	47.9	8.5	139	15	£16995
VT, 1.4 V	VT (10	00), G	lam:	add	£1395,
s Air: ad	d£10	00 to	Adar	n Ro	cks
	D D C E VT, 1.4V	D 53.3 C 57.6 D 53.3 D 53.3 C 55.4 E 47.9 VT, 1.4 VVT (10	D 53.3 11.5 C 57.6 9.9 D 53.3 14.9 D 53.3 12.5 C 55.4 9.9 E 47.9 8.5 VT, 1.4 VVT (100), G	D 53.3 11.5 125 C 57.6 9.9 114 D 53.3 14.9 124 D 53.3 12.5 125 C 55.4 9.9 119 E 47.9 8.5 139 VT, 1.4 VVT (100), Glama	D 53.3 12.5 125 6 D 53.3 11.5 125 8 C 57.6 9.9 114 10 D 53.3 14.9 124 10 C 55.4 9.9 119 10 C 55.4 9.9 119 10 C 57.4 9.9 13 10 C 57.4 9.8 5 139 15 VT, 1.4 VVT (100), Glam: add s Air: add £1000 to Adam Rc

# Corsa - 4021x1736-1746mm, EURO-NCAP ☆☆☆ DRIVER POWER POS: N/A

1.2i (70) Life 3dr	D	52.3	16.0	126	2	£10900
1.4i (90) Life 3dr	D	54.3	13.2	121	6	£11245
1.3 CDTi (75) S/S ecoFLEX Life 3dr	A	74.3	14.8	100	6	£13150
1.2i (70) Sting 3dr	D	53.3	16.0	124	2	£8995
1.4i (90) ecoFLEX Sting 3dr	C	55.4	13.2	119	6	£9340
1.0T (115) S/S ecoFLEX Sting 3dr	C	57.6	10.3	114	11	£10825

For car insurance you can rely on call 0800 404 8724



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8		9-0	ance g	Tis Tis
			IS .	

1.0T (115) S/S ecoFLEX Sting R 3ds	C	57.6	10.3	114	11	£10995
1.2i (70) Excite 3dr	D	53.3	16.0	124	3	£11965
1.4i (90) ecoFLEX Excite 3dr	C	55.4	13.2	119	6	£12310
1.0T (115) S/S ecoFLEX Excite 3dr	C	57.6	10.3	114	12	£14095
1.2i (70) Limited Edition 3dr	D	52.3	16.0	126	3	£13805
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	7	£14150
1.0T (115) S/S ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	13	£15635
1.2i (70) Design 3dr	D	52.3	16.0	126	3	£10900
1.4i (90) Design 3dr	D	54.3	13.2	121	6	£11245
1.0T (90) S/S ecoFLEX Design 3dr	B	57.6	11.9	102	9	£12730
1.3 CDTi (75) S/S e'FLX Design 3dr	A	74.3	14.8	100	6	£13150
1.3 CDTi (95) S/S e'FLX Design 3dr	A	85.6	11.9	87	9	£13650
1.2i (70) SRi 3dr	D	53.3	16.0	124	3	£11595
1.4i (90) SRi 3dr	C	55.4	13.2	119	6	£11940
1.0T (90) S/S ecoFLEX SRi 3dr	A	57.6	11.9	100	9	£13425
1.4T (100) S/S ecoFLEX SRi 3dr	C	55.4	11.0	119	10	£12595
1.3 CDTi (75) S/S e'FLX SRi 3dr	A	76.3	14.8	99	6	£13845
1.3 CDTi (95) S/S e'FLX SRi 3dr	A	88.3	11.9	85	9	£14345
1.2i (70) SE 3dr	D	53.3	16.0	124	3	£12240
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£12585
1.0T (90) S/S ecoFLEX SE 3dr	A	57.6	11.9	100	9	£14070
1.4T (100) S/S ecoFLEX SE 3dr	C	55.4	11.0	119	10	£13240
1.3 CDTi (75) S/S e'FLX SE 3dr	A	76.3	14.8	99	7	£14490
1.3 CDTi (95) S/S e'FLX SE 3dr	A	88.3	11.9	85	9	£14990
1.6T (205) VXR 3dr	н	37.7	6.5	174	N/A	£17995
Auto: add £655 to 1.4i (90) (not Li add £600 (not Sting R), SRi VX-Lin					ditio	n), 5dr.

# Astra - 4290-4419x1753-1814mm, EURO-NCAP 会会会会 DRIVER POWER POS: 172nd

1.4 VVT (100) Expression	D	51.0	14.0	129	9	£12995
1.4 VVT (100) Design	D	51.0	12.9	129	9	£15250
1.6 VVT (115) Design	F	45.0	10.9	147	12	£16060
1.3 CDTi (95) ecoFLEX S/S Design	B	72.0	13.8	104	12	£16835
1.6 CDTi (110) ecoFLEX Design	A	63.0	11.8	94	15	£17735
1.6 CDTi (136) ecoFLEX Design	B	63.0	10.7	104	18	£18330
1.4 VVT (100) Excite	D	51.0	12.9	129	9	£17755
1.6 VVT (115) Excite	F	45.0	10.9	147	12	£18565
1.7 CDTi (110) e'FLEX S/S Excite	A	63.0	11.8	99	15	£19845
2.0 CDTi (165) Tech Line	C	63.0	8.5	119	10	£19995
1.4 VVT (100) SRi	D	51.0	12.9	129	9	£18735
1.6 VVT (115) SRi	F	46.0	10.9	146	12	£19545
1.4T (140) SRi	E	48.0	9.0	138	17	£20205
1.6T (180) SRi	G	42.0	7.9	159	12	£20810
1.6 CDTi (110) ecoFLEX SRi	A	63.0	11.8	94	15	£21740
1.6 CDTi (136) ecoFLEX SRi	B	63.0	10.7	104	18	£22335
1.7 CDTi (110) S/S 99q SRi	A	76.0	11.8	99	15	£21245
2.0 CDTi (165) SRi	C	63.0	8.5	119	20	£22825
2.0 CDTi (195) S/S BiTurbo	D	53.3	7.8	134	26	£24205
Auto: add £1020 to 2.0 CDTi, £132	20 to	01.61	NT, S	ports	Tou	irer: add
£670-£1145, Tech Line: add £1390	to	Desig	n, Tec	h Lin	e GT	add
£125 to Tech Line, Elite: add £169	5 to	SRI (s	electe	ed mo	xdel	5)
	-	*		******		

1.4 auto Positiv	A	235.4 9.0	27	20	£2875
1.4 auto Electron	A	235.4 9.0	27	21	£3049

# Insignia - 4842x1856mm, EURO-NCAP 公会会会会 DRIVER POWER POS: 165th

1.8 VVT (140) Design 5dr	G	40.4	11.5	164	14	£16479
1.4T (140) S/S Design 5dr	D	54.3	10.9	123	15	£17394
2.0 CDTi (120) 5/S Design 5dr	A	76.3	11.9	99	15	£18944
2.0 CDTi (130) Design	C	62.8	11.1	119	16	£18104
2.0 CDTi (140) ecoFLEX Design 5dr	A	76.3	10.5	99	18	£19194
2.0 CDTi (163) ecoFLEX Design	C	65.7	9.5	114	20	£19554
1.8 VVT (140) SRi 5dr	G	40.4	11.5	164	14	£18279
1.4T (140) S/S SRi 5dr	D	54.3	10.9	123	15	£19194
2.0 CDTi (120) S/S SRi 5dr	A	76.3	11.9	99	15	£20744
2.0 CDTi (130) SRi 5dr	C	62.8	11.1	119	16	£19904
2.0 CDTi (140) ecoFLEX SRi 5dr	A	76.3	10.5	99	19	£20994
2.0 CDTi (163) ecoFLEX SRi	C	65.7	9.5	114	20	£21354
2.0 BiCDTi (195) S/S SRi 5dr	D	60.1	8.7	125	24	£24814
2.0T (250) S/S SRi VX-Line 5dr	H	39.2	7.5	169	26	£22449
1.4T (140) S/S Elite 5dr	3	60.1	8.7	186	15	£21574
1.6T (170) S/S Elite 5dr	E	47.9	9.2	139	20	£22964
2.0T (250) S/S Elite 5dr	H	39.2	7.5	169	26	£23609
2.0 CDTi (120) S/S Elite 5dr	A	76.3	11.9	99	16	£23124
2.0 CDTi (140) ecoFLEX Elite 5dr	A	76.3	10.5	99	19	£23374
2.0 CDTi (163) ecoFLEX Elite	C	65.7	9.5	114	20	£23734
2.0 BiTurbo (195) S/S aut Elite 5dr	D	60.1	8.7	125	24	£27379
2.8 V6T VXR SuperSport 5dr	L	27.0	5.6	249	37	£29769
Auto: add £1640 to 2.0 CDTi (130),	£1	660 to	2.00	DTi (	163	), £2010
to 2.07, Saloon: same price as 5dr (s add £1430, Energy: add £2800 to I £1100 to Energy, SRi VX-Line: add SRi, Tech Line: add £850 to SRi	Des	ign, L	imite	d Edit	tion	add

# Insignia Country T'rer - 4913x1856mm, EURO-NCAP 文文文文文 DRIVER POWER POS: 165th

2.0 CDTi (163) ecoFLEX	C	62.8	9.9	119	14	£24209
2.0 CDTi (163) ecoFLEX 4x4	F	50.4	10.9	147	12	£25354
2.0 BiTurbo (195) 4x4 auto	н	42.8	9.9	174	16	£29714
Auto: add £1660 to 2.0 CDTi			-		resische	

# Meriva - 4288x1812mm, EURO-NCAP 大会会会会 DRIVER POWER POS: 186th

1.4 VVT (100) Expression	E	46.3	13.9	140	8	£12625
1.4 VVT (100) S	E	46.3	13.9	140	8	£16420
1.4T VVT (120) S	E	47.9	11.5	139	11	£17155
1.3 CDTi (75) S	D	57.6	16.9	129	6	£17910
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	7	£19000
1.7 CDTi (110) auto S	G	46.3	12.9	160	12	£20340
1.6 CDTi (136) S	C	64.2	9.9	116	16	£19340
1.4 VVT (100) Tech Line (a/c)	E	46.3	13.9	140	7	£13995
1.3 CDTi (75) Tech Line (a/c)	E	57.6	16.9	129	5	£15610
1.4 VVT (100) SE (a/c)	E	46.3	13.9	140	8	£18445
1.4T VVT (120) SE (a/c)	E	47.9	11.5	139	14	£19175
1.4T VVT (140) SE (a/c)	G	44.2	10.3	151	14	£20005
1.7 CDTi (110) auto SE (a/c)	G	46.3	12.9	160	12	£22360
1.6 CDTi (136) SE (a/c)	C	64.2	9.9	116	16	£21370
A. day add \$1430 to 1 47 (130) E.	dall del		Carallana		40	570 an F

# Zafira Tourer - 4658x1884mm, EURO-NCAP 会会会会 DRIVER POWER POS: 79th

1.4T (140) S/S Exclusiv	F	45.0	9.9	148	14	£22680
1.4T (140) S/S SE	F	45.0	9.9	148	15	£24020
1.8 VVT (140) ES	H	39.0	10.9	169	14	£21375
1.8 VVT (140) Exclusiv	н	39.0	10.9	169	14	£22375
1.6 CDTi (136) Exclusiv	B	54.0	11.5	109	11	£25400
2.0 CDTi (110) ES	E	54.0	11.5	137	11	£22630
2.0 CDTi (130) ecoFLEX S/S ES	C	63.0	10.6	119	15	£23300
2.0 CDTi (130) e'FLEX S/S Exclusiv	C	63.0	10.6	119	15	£24300
2.0 CDTi (165) S/S Exclusiv	E	54.0	9.1	137	19	£24695
2.0 CDTi (130) ecoFLEX S/S SE	C	63.0	10.6	119	15	£25475
2.0 CDTi (165) S/S SE	E	54.0	9.1	137	19	£26090
2.0 CDTi (195) S/S BiTurbo SE	E	50.4	8.5	149	21	£27740
Auto: add £1405 to 1 4T £1285 to	20	CDT	(165)	SRI-	FAS	loce

than SE, Tech Line: £2225 less than Exclusiv, Elite: add £1500 to SE

# Mokka - 4280x1777mm, EURO-NCAP N/A DRIVER POWER POS: 88th

1.6 16v (115) S/S Exclusiv	G	43.5	12.2	153	6	£180
1.4T (140) S/S Exclusiv	E	47.1	9.6	139	12	£1872
1.7 CDTi (130) S/S Exclusiv	D	60.1	9.6	124	13	£1974
Auto: add £930 to 1.4T, £1010 Line: £2000 less than Exclusiv, 5						), Tech

# Antara - 4596x1850mm, EURO-NCAP N/A

DRIVER POWER POS: NA						
2.2 CDTi (163) Exclusiv AWD	H	43.0	9.9	175	25	£23450
2.2 CDTi (163) Exclusiv FWD	н	45.0	9.9	167	25	£21030
2.2 CDTi (163) SE Nav AWD	н	43.0	9.9	175	28	£26325
2.2 CDTi (184) SE Nav AWD	н	43.0	9.6	175	28	£27385
2.4 (167) Exclusiv FWD	K	32.0	10.5	206	20	£19800
Auto: add £1185, Diamond: ad						-

# GTC - 4466x1840mm, EURO-NCAP

1.4T (120) S/S Sport	E	48.0	10.9	139	13	£18995
1.4T (140) S/S Sport	E	48.0	9.9	139	16	£1988
1.6T (200) Sport	H	39.0	8.3	154	25	£2125
1.7 CDTi (110) S/S Sport	C	63.0	11.9	119	13	£20850
1.7 CDTi (130) S/S Sport	C	63.0	10.8	119	13	£2145
2.0 CDTi (165) 5/5 Sport	D	59.0	8.9	127	20	£2195
2.0 CDTi (195) S/S BiTurbo	D	53.3	7.8	129	27	£2417
2.0T (280) VXR	J	34.9	5.9	189	35	£27270
SRicadd £1410 to Sport 1090/kg	mr ad	d Faa	Sto 1	700	Ti m	odole

# Cascada - 4696x1839mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.4T (140) S/S SE	F	44.8	10.2	148	20	£23995
1.6T (170) auto SE	н	39.2	9.2	168	24	£27095
2.0 CDTi (165) S/S SE	E	54.3	9.6	138	23	£26080
2.0 CDTi (165) auto SE	G	45.6	9.6	163	23	£27600
2.0 CDTi BiTurbo (195) S/S Elite	E	54.3	8.9	139	27	£29665
Auto: add Elite spec: add £2100	to SI					

# VXR8 - 4941x1781mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.2 V8 GTS	M 18.5	4.2	363 50	£54499	
6.2 VR GTS auto	M 19 0	42	272 50	656224	

# VOLKSWAGEN

www.volkswagen.co.uk / Brochure: 0800 333 666 / Dealers: 223 Warranty: 3 years/60000 miles

# up! - 3540x1641mm, EURO-NCAP

1.0 (60) Move up! 3dr	B	63.0	14.4	105	1	£9810
1.0 (60) Take up! 3dr	8	63.0	14.4	105	1	£8765
1.0 (75) High up! 3dr	8	60.0	13.2	108	2	£11385
1.0 (75) Rock up! 3dr	В	60.0	13.2	108	4	£13465
BEV (82) e-up! 5dr	A	NA	12.4	0	10	£19270

# Polo - 3970-3972x1682mm, EURO-NCAP 大文文文文 DRIVER POWER POS: 167th

1.0 (60) S 3dr	B	60.1	15.5	106	7	£11250
1.0 (60) S A/C 3dr	- 8	60.1	15.5	106	8	£11970
1.0 (60) SE 3dr	В	60.1	15.5	106	8	£12585
1.0 (75) SE 3dr	В	58.9	14.3	108	10	£13110
1.2 TSI (90) SE 3dr	В	60.1	10.8	107	15	£13730
1.4 TDI (75) SE 3dr	A	83.1	12.9	88	13	£14795
1.2 TSI (110) SEL 3dr	В	58.9	9.3	110	19	£16260
1.0 TSI (95) BlueMotion 3dr	A	68.9	10.5	94	16	£14730
1.4 TDI (75) BlueMotion 3dr	A	91.1	12.9	82	15	£15795
1.4 TDI (90) SEL 3dr	A	83.1	10.9	88	16	£16770
1.4 TSI ACT (150) Blue GT 3dr	В	58.9	7.8	110	24	£17860
1.8 TSI (192) GTI 3dr	E	47.1	6.7	139	29	£18850

# Beetle - 4278x1808mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.2 TSI	E	47.9	10.9	137	10	£15835
1.6 TDI BMT	C	65.7	11.5	113	11	£17660
1.2 TSI Design	E	47.9	10.9	137	11	£18230
1.4 TSI Design	G	42.8	8.3	153	18	£20265
1.6 TDI BMT Design	C	65.7	11.5	113	12	£20035
2.0 TDI Design	D	57.6	9.4	129	17	£20735
2.0 TSI Sport	н	38.2	7.3	169	26	£23315
2.0 TSI Turbo Black/Silver	н	38.2	7.3	169	26	£24015
DSG: add £1460 to 1.2 TSI, 1.6	TDI, £1	600 to	2.01	DI, E	1510	0 to 2.0
TSI (not base model), Sport: at				(not	1.2	TSI, 1.6

800cc TDI DSG 2dr	A 313	12.7	21 N/A	£985

1.2 TSI (85) 5 3dr	C	57.6	11.9	113	7	£17175
1.2 TSI (105) S 3dr	C	57.6	10.2	114	11	£1818
1.4 TSI (122) S 3dr	C	54.3	8.4	120	14	£1849
1.6 TDI (90) S 3dr	A	74.3	11.9	98	10	£1899
1.6 TDI (105) S 3dr	A	74.3	10.7	99	12	£1980
1.4 TSI (122) Match 3dr	C	54.3	8.4	120	14	£1988
1.6 TDI (105) Match 3dr	A	74.3	10.7	99	14	£2073
1.6 TDI (110) BlueMotion 3dr	A	88.3	10.5	85	12	£2101
2.0 TDI (150) Match 3dr	В	68.9	8.6	105	18	£2225
1.4 TSI (140) ACT GT 3dr	C	54.3	8.4	112	17	£2319
2.0 TDI (150) GT 3dr	8	74.3	8.6	106	19	£2370
2.0 TSI (220) GTI 3dr		47.1	6.5	139	29	£2658
2.0 TSI (300) R 3dr	G	40.9	4.9	165	34	£3015
2.0 TDI (184) GTD 3dr	B	67.3	7.5	109	26	£2601
1.4 TSI (204) PHEV DSG GTE 5dr	A	166.0	7.6	35	26	£2803
115PS BEV e-Golf 5dr	A	N/A	10.4	0	15	£26145
DSG: add £1415 to 1.2 TSI, 1.6 TD	1, 2.0	TDI, 1	1.4 TS	I, GT	, GT	D,
£1235 to Golf R, 5dr: add £655 to	3dr	Golf	Estate	: add	£7	95, R

Golf SV - 4338x1807mm, EURO-NCAP

					_
Eco band	MPG	0-60mph	00	Insurance group	List price
				_	

.2 TSI (85) S	C	57.6	13.2	114	9	£19075
.2 TSI (110) S	C	55.4	10.7	117	14	£20085
.4 TSI (125) S	D	52.3	9.9	125	16	£20845
.6 TDI (90) S	В	72.4	11.9	101	11	£20895
.6 TDI (110) S	В	72.4	11.3	101	13	£21850
.6 TDI (110) BlueMotion	A	78.5	11.3	95	13	£22915
.0 TDI (150) SE	В	65.7	9.2	110	17	£24150
.4 TSI (150) GT	D	50.4	8.8	130	18	£25095
55G: add £1415 to 1.2 TSI (110	D), 1.4 T	SI, 1.6	TDI (1	110),	2.01	TDI, SE:
dd £935 to 1.4 TSI (125), 1.6 T	TDI (110	), GT:	add £	1450	to 2	IOTO.

# Jetta - 4644x1778mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1,4 TSI (125) S	F	46.0	9.8	144	11	£188
1.4 TSI (125) SE	F	46.0	9.8	144	11	£201
2.0 TDI (110) S	B	67.0	11.7	109	12	£200
2.0 TDI (110) SE	В	67.0	11.7	109	12	£214
1.4 TSI (150) SE	F	45.0	8.3	145	18	£208
2.0 TDI (150) SE	D	59.0	9.5	126	17	£224
DSG: add £1425 (not 5 models	OT a	dd fR	65 to	CE	-	-

1.6 TDI (120) 5	В	70.6	10.8	105	15	£22215
2.0 TDI (150) S	В	70.6	8.7	106	21	£23340
1.6 TDI (120) SE	В	70.6	10.8	105	12	£23310
2.0 TDI (150) SE	B	70.6	8.7	106	19	£24435
1.6 TDI (120) GT	B	67.3	10.8	109	13	£25305
2.0 TDI (150) GT	B	68.9	8.7	109	19	£26430
2.0 TDI (190) GT	B	68.9	7.9	107	22	£27780
2.0 BiTDI (240) DSG 4MOTION GT	E	53.3	6.1	139	28	£34510
2.0 TDI (150) R-Line	B	68.9	8.7	109	19	£27425
2.0 TDI (190) R-Line	B	68.9	7.9	107	23	£28775
2.0 BiTDI (240) DSG 4MOT R-Line	E	53.3	6.1	139	28	£35505
DSG: add £1600. Estate: add £153	0.5	F Rusi	ness	add t	106	S to SE

# CC - 4802x1855mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.4 TSI (160)	G	39.8	8.5	165	24	£25050
2.0 TDI (140) BMT	D	60.1	9.8	125	23	£26115
2.0 TDI (140) BMT GT	D	60.1	9.8	125	24	£27695
2.0 TSI (210) GT	н	36.2	7.3	171	29	£29285
2.0 TDI (177) BMT GT	D	51.4	8.6	129	26	£29820

# Phaeton - 5055-5175x1903mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 V6 TDI Tiptron 4MOTION LWB K	33.0	8.6	224 45	£51110
3 0 V6 TDI Tintron 4MOTION SWR W	33.0	8.3	224 45	£48550

# Caddy - 4876x1794mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 TDI (102) window van	F	49.6	13.4	149	11	£19418
2.0 TDI (140) window van	G	47.1	10.8	158	16	£21781
1.6 TDI (102) Life	G	48.7	13.4	152	11	£19082
2.0 TDI (140) DSG Life	G	46.3	10.8	161	16	£23138
1.6 TDI (102) Maxi Life	G	48.7	13.4	152	11	£20655
2.0 TDI (140) Maxi Life	G	46.3	10.8	161	16	£22993

# Caravelle - 4892-5292x1904mm, EURO-NCAP N/A DRIVER POWER POS: N/A

278240740742744		2000	ne engr			
2.0 TDI (140) SE SWB	J	39.2	14.2	189	24	£36011
2.0 BiTDI (180) SE SWB	3	38.7	11.4	192	29	£38075
2.0 TDI (140) Executive SWB	J	39.2	14.2	189	25	£38861
2.0 BiTDI (180) Executive SWB	1	38.7	11.4	192	30	£40925
2.0 BiTDI (180) Business SWB	K	34.9	11.3	214	38	£68627
2.0 TDI (114) California Beach	-	40.4	16.9	184	3	£36243
2.0 TDI (140) California Beach		39.2	14.2	189	3	£37727
2.0 TDI (140) California	- )	39.2	15.7	189	3	£45797
2.0 BiTDI (180) California	- 1	38.7	12.4	192	3	£47861
DSG: add £2070 to 2.0 TDI, £192	0 to 8	BITDI,	LWB:	add:	£218	34 to
SIMB AMOTION: add £2856 to 2	nen	TOI SW	/P			

# Touran - 4397x1794mm, EURO-NCAP 会会会会 DRIVER POWER POS: 168th

1.2 TSIS	F	44.1	11.9	149	12	£19790
1.4 TSI SE	G	41.5	9.5	159	18	£23705
1.6 TDI (105) BMT S	D	61.4	12.8	121	14	£21600
1.6 TDI (105) BMT SE	D	61.4	12.8	121	18	£23705
2.0 TDI (177) DSG Sport	F	49.6	8.8	150	24	£28350
2.0 TDI (140) BMT SE	D	58.9	9.9	127	19	£25470
2.0 TDI (140) BMT Sport	D	58.9	9.9	127	20	£26930

# Sharan - 4854x1904mm, EURO-NCAP

Control of the Contro						
1.4 TSI (150) BMT S	- 11	39.2	10.7	16/	16	£25320
1.4 TSI (150) BMT SE	н	39.2	10.7	167	16	£27630
2.0 TDI (140) BMT Executive	F	50.4	10.9	146	18	£32100
2.0 TDI (115) BMT 5	F	50.4	12.6	146	14	£25890
2.0 TDI (140) BMT S	F	50.4	10.9	146	18	£26640
2.0 TDI (140) BMT SE	F	50.4	10.9	146	18	£28950
2.0 TDI (177) BMT SE	G	47.1	9.3	158	23	£30555
2.0 TSI (200) DSG SEL		33.2	8.3	198	25	£33775
DSG: add £1335-£1385, SEL: ad	d£290	00 to 2	2.0 TD	I SE		

# Tiguan - 4426-4433x1809mm, EURO-NCAP 会会会会 DRIVER POWER POS: 102nd

1.4 TSI (160) BMT S	G	42.2	8.9	156	18	£219
1.4 TSI (160) BMT Match	G	42.2	8.9	156	18	£239
2.0 TDI (110) BMT S	E	53.3	11.9	139	14	£226
2.0 TDI (140) BMT S	E	53.3	10.2	139	18	£231
2.0 TDI (140) BMT Match	E	53.3	10.2	139	18	£251
2.0 TDI (140) BMT 4MOT R-Line	F	48.7	10.2	150	18	£287
2.0 TDI (140) BMT 4MOT Escape	F	48.7	10.2	150	18	£276
2.0 TSI (180) 4MOTION Match	J	33.2	8.3	199	18	£264
2.0 TSI (210) 4MOTION R-Line	1	33.2	7.8	199	22	£291
2.0 TDI (177) 4MOTION Match	G	48.7	8.9	151	19	£279
2.0 TDI (177) 4MOTION R-Line	G	48.7	8.9	151	19	£297
DSG: add £1490-£1525, 4MOTION to 2.0 TDI (140) S and Match	V: ac	id £16	85 to	1.41	Slo	£1770

# Amarok - 5254x1954mm, EURO-NCAP 大大大大 DRIVER POWER POS: N/A

2.0 TDI (140) 4MOTION Startline	ĸ	36.2	13.5	205	9	£2505
2.0 BiTDI (180) 4MOTION Trendlin	ĸ	35.3	11.0	211	9	£2723
2.0 BiTDI (180) 4MOTION Highline	K	35.3	11.0	211	9	£3087
2.0 BiTDI (180) 4MOT Dark Label	ĸ	34.4	11.0	216	10	£2612

# 2.0 BiTDI (180) 4MT auto Dark Lab K 34.4 11.3 215 10 £27855 Trendline: add £1224 to Startline, auto: add £2106 to 2.0 BiTDI 4MOTION Highline

# Touareg - 4795x1940mm, EURO-NCAP N/A DRIVER POWER POS: N/A

3.0 V6 TDI (204) auto 4MOTION SEH	42.8	8.7	173 3	£4300
3.0 V6 TDI (262) auto 4MOTION SEH	42.8	7.3	174 4	£4450
3.0 V6 TDI (262) aut 4XMT Escape	40.9	7.6	180 4	£4470
R-Line: add £3000 to SE				

# Scirocco - 4256x1810mm, EURO-NCAP 会会会会 DRIVER POWER POS: 99th

1.4 TSI (125)	D	52.3	9.3	125	22	£2073
2.0 TSI (180)	E	47.1	7.4	139	31	£2277
2.0 TDI (150)	В	67.3	8.6	109	27	£2345
1.4 TSI (125) GT	D	52.3	9.3	125	23	£2258
2.0 TDI (150) GT	В	67.3	8.6	109	28	£2530
2.0 TSI (220) GT	E	47.1	6.5	139	37	£2612
2.0 TDI (184) GT	C	64.2	7.5	115	31	£2630
2.0 TSI (280) R	J	35.3	5.7	187	42	£3257
DSG: add £1500 (not 1.4 TSI), R	-Line:	add £	2070	to GT	(no	t 1.4 TS

### VOLVO

www.volvo.co.uk / Brochure: 0800 400430 / Dealers: 109 Warranty: 3 years/60000 miles

# V40 - 4369x1802mm, EURO-NCAP ★☆☆☆☆ DRIVER POWER POS: 15th

2.0 T2 (122) ES	D	51.4	9.2	127	17	£19195
2.0 T2 (122) SE	D	51.4	9.2	127	19	£20720
2.0 T2 (122) R-Design	D	51.4	9.2	127	23	£21495
1.5 T2 (122) Geartronic SE	D	51.4	9.2	129	18	£22205
2.0 T3 (152) SE	D	51,4	7.8	127	23	£22670
2.0 T3 (152) R-Design	D	51.4	7.8	127	23	£23445
2.5 T5 (245) R-Design Nav	E	47.9	6.0	137	28	£30025
2.0 D2 (120) ES	A	78.5	9.8	94	26	£2119
2.0 D2 (120) SE	A	78.5	9.8	94	26	£22720
2.0 D2 (120) R-Design	A	78.5	9.8	94	27	£23495
2.0 D3 (150) SE	A	74.3	7.9	99	21	£23770
2.0 D3 (150) R-Design	A	74.3	7.9	99	23	£24545
2.0 D2 (120) SE Lux	A	78.5	9.8	94	26	£24720
2.0 D4 (190) SE	A	74.3	7.0	99	27	£24970
2.0 D2 (120) R-Design Lux	A	78.5	9.8	94	27	£25170
2.0 D4 (190) R-Design	A	74.3	7.0	99	29	£25745
2.0 D2 (120) Cross Country SE	A	76.4	9.9	96	17	£23820
2.0 D3 (150) Cross Country SE	A	74.3	7.9	99	19	£24870
2.0 D2 (120) Cross Country Lux	A	76.4	9.9	96	18	£25820
2.0 D4 (190) Cross Country SE	В	70.6	7.3	104	25	£26070
2.0 D3 (150) Cross C'try Lux Nav	A	74.3	7.9	99	20	£27670
2.0 D4 (190) Cross C'try Lux Nav	B	70.6	7.3	104	26	£28870
2.0 T5 (245) G'tron AWD XC Lux	F	44.1	5.8	149	30	£34100
Auto: add £1485 (not ES), SE: add	£15	525 to	ES, S	ELux	Nav	add
£2800 to SE, R-Design Lux Nav. ac	id £	2475-	E167	toR	Des	sian

# S60 - 4628x1865mm, EURO-NCAP 会会会会 DRIVER POWER POS: N/A

2.0 T3 (152) Business Edition	E	48.7	8.9	135	24	£2100
2.0 T3 (152) SE	E	48.7	8.9	135	24	£2600
2.0 T3 (152) R-Design	E	48.7	8.9	135	24	£2750
2.0 D3 (150) Business Edition	В	72.4	8.4	102	21	£2279
2.0 D4 (190) Business Edition	В	72.8	7.1	102	27	£2404
2.0 D2 (120) SE	A	74.3	10.5	99	19	£2694
2.0 D3 (150) SE	B	72.4	8.4	102	21	£2779
2.0 D2 (120) R-Design	A	74.3	10.5	99	24	£2844
2.0 D3 (150) R-Design	В	72.4	8.4	102	22	£2929
2.0 D4 (190) SE Nav	B	72.8	7.1	102	28	£2984
2.0 D4 (190) R-Design Nav	B	72.8	7.1	102	28	£3134
2.0 D4 (190) Cross Country Lux Nv	C	65.7	N/A	113	NA	£3364
2.0 D4 (190) AWD X C'try Lux Nv	F	49.6	N/A	149	N/A	£3652
2.5 D6 (285) V60 PHEV SE Lux	A	148.7	5.8	48	41	£4517
3.0 T6 (350) AWD V60 Polestar	L	27.7	4.8	237	43	£4978
Auto: add £1485, V60: add £1300,	SE.	Lux: a	dd £2	300	to SE	
R-Design Lux Nav: add £3300 to R-	De	sign				

# V70 - 4823×1861mm, EURO-NCAP 会会会会 DRIVER POWER POS: 89th

2.0 D3 (150) Business Edition	В	68.9	9.2	108	26	£25995
2.0 D4 (181) Business Edition	C	65.7	8.1	114	28	£27195
Auto: add £1485-£1550, SE Nav	add	£5925	to B	usine	ss Ec	lition,
SE Lux: add £1600 to SE Nav						

### 580 - 4854x1861mm, EURO-NCAP N/A

2.0 D4 (181) SE Nav B	68.9	7.9	108	28	£32220
Auto: add £1550. SE Lux: add £1500			7111		

# XC60 - 4627x1891mm, EURO-NCAP 法会会会 DRIVER POWER POS: 107th

2.0 D4 (190) SE	C	62.8	7.6	117	28	£31660
2.0 D4 (190) R-Design	C	62.8	7.6	117	29	£32935
2.4 D4 (190) AWD SE	E	54.3	9.1	137	31	£33190
2.4 D4 (190) AWD R-Design	E	54.3	9.1	137	28	£34465
2.4 D5 (220) AWD SE Nav	E	54.3	7.7	137	29	£35990
2.4 D5 (220) AWD R-Design Nav	E	54.3	7.7	137	31	£37265
Auto: add £1485, SE Lux: add £270 to R Design	0 to	SE, RI	Desig	n Lux	ado	£2625

# XC70 - 4838x1870mm, EURO-NCAPN/A DRIVER POWER POS: 58th

2.0 D4 (181) SE Nav	C	64.2	8.3	115	28	£34470
2.4 D4 (181) AWD SE Nav	E	54.3	8.7	137	29	£36400
2.4 D5 (220) AWD G'tronic SE Nav	G	48.7	7.8	153	41	£39285
Auto: add £1550, SE Lux: add £195	60 t	o SE N	lav			

2.0 D5 AWD Momentum	F	49.7	7.4	149	33	£45750
2.0 D5 AWD R-Design	G	48.7	7.4	152	34	£49285
2.0 D5 AWD Inscription	G	48.7	7.4	152	34	£5018
2.0 T6 AWD Momentum	1	36.7	6.1	179	39	£4920
2.0 T6 AWD R-Design	J	35.3	6.1	186	40	£52845
2.0 T6 AWD Inscription	J	35.3	6.1	186	40	£5374
2.0 T8 Hybrid Momentum	A	134.5	6.4	49	N/A	£5999
2.0 T8 Hybrid R-Design	A	134.5	6.4	49	N/A	£6285
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# Renault heading for F1 exit?

Engine supplier may quitRed Bull future uncertain, too



James Disdale

THE future of the Red Bull Formula One team and engine supplier Renault is looking increasingly uncertain as the squad prepares this weekend for its home race, the Austrian Grand Prix.

Red Bull Racing team principal Christian Horner has revealed that Renault could quit the sport's top level as soon as 2017 if governing body the Federation Internationale de l'Automobile (FIA) follows through with plans to ban inseason engine upgrades in 2016.

Currently teams have 32 development 'tokens' which they are allowed to use over the course of the year, but for next season the FIA is demanding manufacturers deliver their definitive power unit specifications by 28 February 2016.

Given the current power and reliability issues of Renault's V6 hybrid, Horner believes the new ruling could force the firm out, as it doesn't give its engineers enough of a chance to bridge the performance gap to Mercedes and Ferrari. "This is at a precarious point in terms of Renault's commitment to the future," he said. "If F1 can afford to lose an engine manufacturer, then [the FIA should] stick to 28 February."

The news comes as Red Bull is bracing itself for a tough time at this weekend's event, which takes place at the Red Bull Ring in Spielberg. Both Daniel Ricciardo and Daniil Kyvat are planning to have new engines fitted to their RB11 machines for the race, meaning they will have used all five of their allocated units for the year. The resulting grid penalties could mean both





BLEAK
Horner (left)
and Ricciardo
are looking for
improvement
in Austria this
weekend, but
team boss has
concerns about
future of his
engine supplier

cars starting at the back. Even so, Ricciardo believes things can only get better after he finished a lap down last time out at the Canadian GP. "Those types of weekends come and go," said the Australian. "They're rough, yes, but it's part of the game. We'll move on as a team and hunt for the success we desire."

You can catch all the qualifying and race action live on Sky Sports, while BBC1 will be running a comprehensive highlights package.

# Ford confirms Le Mans return

FORD has announced it will be making a racing return to the Le Mans 24 Hours in 2016, exactly 50 years after scoring its first outright win in the round-the-clock classic.

The firm plans to enter a race-spec version of its new GT supercar – unveiled at March's Geneva Motor Show – in the ultra-competitive GTE Pro class, taking on factory entries from Porsche, Ferrari and Aston Martin.

The all-new racer is powered by a 3.5-litre V6 twin-turbo and has cutting-edge aerodynamics that promise to boost downforce while cutting drag. Preparation of the car has been entrusted to legendary IndyCar squad Chip Ganassi Racing.

Fans will get their first opportunity to see the new GT in action at the Daytona 24-hour race in January.



RACE READY GT will warm up for Le Mans 2016 with January race debut at Daytona



# Wales Rally GB 2015 route is go



ORGANISERS of the Wales Rally GB have revealed final details for this year's event, which will again be the WRC season finale.

The three-day rally takes place from 11-15 November, and will feature a total of 19 stages across mid and north Wales, including a couple of tests run after dark and the return of the famous Great Orme seaside stage. Home heroes Kris Meeke (Citroen, above) and Elfyn Evans (Ford) will be the centre of attention. Fans wanting to get close to the action should visit www.walesrallygb.com for ticket info.

96 17 June 2015 www.autoexpress.co.uk



# Back cha

Join the debate now... www.autoexpress.co.uk/opinion

A WISE and healthily cynical expolitician recently told me why the authorities take so much from motorists (approximately £6 obillion annually), while giving so little back for our roads (£16bn).

Driver lethargy, he insists, is the issue. If motorists are so reluctant to put up a fight, the politicians will continue beating us with a stick. They see us as a strangely compliant bunch and treat us with the contempt they think we deserve, because we're a soft touch.

He's right. If motorists are to be heard, respected and feared by the establishment, we must be as productively combative as the ecomentalists, the cycling/bus/ train industries and countless others who fight their corner.

Can anyone explain why our 'representatives' - the RAC and Automobile Association aren't hauling local or national governments through the courts to challenge scams such as the fatuous London Congestion tax, Britain's pothole and parking scandals, or legalised theft from the pockets of drivers at the Dartford Crossing?

How can we possibly let the police confiscate then crush the cars of OAPs such

as Jerome Lee, a gentleman from Surrey whose 'crime' was that he didn't know he required a new licence at 70 because, er, nobody told him?

And why do we allow the lazy Department for Transport to shrug its shoulders and admit it has no clue how many vehicles use British roads? True. it knows there are 46.4m UK licence holders in Britain. But that's only part of the story, because countless others from overseas drive their cars or trucks (or hired vehicles) here on foreign licences or permits. We therefore have nearer 50m drivers.

And with our population predicted to grow from its current 64m-plus to 70m-plus, thereby making us the second most populous country in Europe, we need and are owed (because we've paid for them!) a road system and parking infrastructure capable of accommodating over 50m vehicles.

It's the legal duty of local and national politicians to ensure there are sufficient numbers of hospital beds and school places in Blighty. And rightly so. But it's equally right that they should be legally obliged to supply us with enough road space for 50m or more drivers. Currently, they're doing no such thing. And their inaction will continue - unless and until we abandon the lethargy and start fighting our corner.

# Do you agree with Mike?

Have your say at facebook.com/autoexpress 📘 @The\_Rutherford





Motoring's most outspoken and opinionated columnist sounds off

How can the DfT provide enough road space when it has no clue how many domestic and foreign drivers are here?





# **New Civic Type R** vs Leon, Mégane

How does Honda's mega hatch fare against scorching rivals from SEAT and Renaultsport?



# **Merc's GLE SUV**

We get behind the wheel of stylish new model that aims to take on X5 and Discovery



# **Superb vs Passat**

Classy new Skoda saloon goes head-tohead with its upmarket VW stablemate

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Wednesday 24 June



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At the end of the agreement there are three options: i) retain the vehicle: pay the optional final payment to own the vehicle; ii) return the vehicle; or iii) replace: part exchange the vehicle, subject to status.

\*At the end of the agreement there are three options: i) own the vehicle: pay the optional final payment; ii) return the vehicle: subject to fair wear and tear, charges may apply; or iii) replace: part exchange the vehicle. \*Available on Solutions Personal Contract Plan. 18s and over. Subject to availability. Finance subject to status. Terms and conditions apply. Offer available when ordered by 30th of September 2015 from participating Dealers. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Any deposit you make may be at risk at the end of your PCP agreement. Accurate at time of publication [06/2015]. Freepost SEAT Finance.

Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.1 (8.8) – 72.4 (3.9); extra-urban 51.4 (5.5) - 88.3 (3.2); combined 42.2 (6.7) - 83.1 (3.4). CO<sub>2</sub> emissions 156 - 89 g/km.